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In Casks 375 lbs. net
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Hongkong, 9th December, 1913. [1407

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Hongkong, 24th April, 1913. [609

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TIME TABLE.

WEEK DAYS.

7.00 a.m.	to	8.00 a.m.	...Every	15	minutes.
8.00 ,,	,,	10.00 ,,	... ,,	10	,,
10.00 ,,	,,	11.00 ,,	... ,,	15	,,
11.30 ,,	,,	12.45 p.m.	... ,,	15	,,
12.45 p.m.	,,	1.15 ,,	... ,,	10	,,
1.15 ,,	,,	1.45 ,,	... ,,	15	,,
1.45 ,,	,,	2.15 ,,	... ,,	10	,,
2.15 ,,	,,	5.00 ,,	... ,,	15	,,
5.00 ,,	,,	8.10 ,,	... ,,	10	,,

NIGHT CARS.
8.50 p.m. and 9.00 p.m., 9.30 to 11.00 p.m.
Every Half-Hour.
11.00 p.m. to 11.45 p.m.
Every Quarter-Hour.

SUNDAYS.

8.00 a.m.	to	10.30 a.m.	...Every	15	minutes.
10.30 ,,	,,	11.00 ,,	... ,,	10	,,
11.45 ,,	,,	12.00 noon	... ,,	15	,,
12.00 noon	,,	1.00 p.m.	... ,,	10	,,
1.00 p.m.	,,	5.00 ,,	... ,,	15	,,
6.00 ,,	,,	6.00 ,,	... ,,	10	,,
6.00 ,,	,,	7.00 ,,	... ,,	15	,,

NIGHT CARS as on Week Days.
SATURDAYS
Extra Car at 12 Midnight.

SPECIAL CARS by arrangement at the Company's Office, Alexandra Buildings, Des Vœux Road Central.
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Hongkong, 1st October, 1913. [1152

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TIME TABLE TO APRIL 30TH, 1914.

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1st Class Fares					
R 60.00	Shanghai (Steamer)	Lv.	Forenoon	Mon.	Wed.
	Dairen	Ar.		Wed.	Fri.
	,,	Lv.	3.20 p.m.		
Y 14.85	Mukden (S.M.R. Train)	Ar.	11.25 ,,	Mon.	,,
	,,	Lv.	11.50 ,,	,,	,,
Y 11.50	Changchun ,,	Ar.	6.30 a.m.	Tues.	Sat.
	,, (Russian Train	Lv.	*8.00 ,,	,,	,,
R 9.60	Harbin ,,	Ar.	*2.00 p.m.	,,	,,

Connecting at Harbin with			State Express from St. Pet'g.	State Express from Moscow	Wagon-Lits from Moscow
R 9.60	Harbin (Russian Train)	Lv.	* 10 a.m.	Mon.	Wed.
	Changchun ,,	Ar.	*6.30 ,,	,,	,,
Y 11.50	,, (S.M.R. Train)	Lv.	7.00 ,,	,,	,,
	Mukden ,,	Ar.	1.50 p.m.	,,	,,
Y 14.85	,,	Lv.	2.10 ,,	,,	,,
	Dairen ,,	Ar.	10.20 ,,	,,	,,
Y 60.00	,, (Steamer)	Lv.	Noon.	,,	Th.
	Shanghai ,,	Ar.	Forenoon	—	Sat.

* Russian Train Time is 23 minutes faster than the S.M.R. Time.
The above fares do not include the Express Train Berth Fee.

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ONLY communications relating to the news column should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supply for Cash.

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The Daily Press.

HONGKONG, DECEMBER 25TH, 1913.

WE do not know what response will be made to the advertisement of the Chinese Railway Department which has been recently appearing in the *Hongkong Daily Press* and in some of the papers published in North China inviting the public to submit proposals for a comprehensive system of railways in China, but the advertisement itself is good evidence of the desire of the Government to encourage railway construction, and it is indicative also of the great change which has come over public opinion in China on the subject during the past decade. The day is passed when the railway as "a foreign innovation" is hateful to the Chinese people. We no longer read of them in their insensate fury burning the railway stations, destroying bridges, firing the sleepers and carrying off the metals, as they did in the time of the Boxer rising in 1900. Nor, now that they have learnt to thoroughly appreciate the benefits of railway communications, do we hear so much as we did even three years ago of opposition to railways being constructed by foreign syndicates. Experience of railway construction without the help of the foreign capitalists proved instructive and reconciled the nation at large to DR. SUN YAT-SEN'S grandiose scheme for the construction of 75,000 miles of railway in ten years with the aid of foreign capital, and although Dr. SUN has not remained to carry out any part of his project, he has evidently laid the foundations for progress and development in this important branch of national enterprise. The recent news that an agreement with the British contracting firm of PAULING & Co. signed a week ago by the Chinese Government for an important trunk line of over eight hundred miles, extending from Shasi on the Yangtsze river, in the province of Hupeh, to Singyifu, in the province of Kweichow, will doubtless have recalled to many readers the announcement made some months ago that this same firm had obtained from Dr. SUN YAT-SEN a contract for a line running from Chungking to Canton. The Central Government when it took over Dr. SUN'S "Central Railway Corporation" gave a promise to take over and fulfil the agreements already concluded by this corporation. It has seemed to us strange that no mention whatever has been made of the Chungking-Canton line in the telegrams reporting the signing of an agreement with Messrs. PAULINGS for the Shasi-Singyifu line, and we are left to wonder whether this line is in substitution of the first-named project, or whether Messrs. PAULINGS have undertaken to provide funds for and construct at the same time two lines of railway, each about 800 miles in length. In the absence of any information to the contrary we assume that the former supposition is the most likely one. Now that the Chinese Government is prepared to give contracts for railway construction on the terms embodied in the Shasi-Singyifu railway agreement there is not likely to be a lack of concession-hunters, and though in the next ten years it would be far too much to expect that Dr. SUN'S anticipation of 75,000 miles of railway construction will be realised, very satisfactory progress will have been made if the present railway mileage in China is doubled. At the present time China possesses about 6,000 miles of railway in operation, with about 2,000 miles more "under construction," and when we recall that nearly the whole of this construction has been done within the last ten or twelve years, and in the teeth of much obstruction at times, there is ample justification for anticipating much greater progress under the more favourable conditions now prevailing.

[Telegraphic news, printed in another column, has been received since the above was written announcing the signing of an agreement for the construction of two important lines with German capital and under German supervision.]

To-day being Christmas Day there will be no issue of the *Hongkong Daily Press* to-morrow. We wish our readers A HAPPY CHRISTMAS.

His Excellency the Governor is due to land at 9 o'clock this morning.

H.M.S. *Newcastle* comes out of dock on Friday and H.M.S. *Alacrity* will then go in.

H.M.S. *Thistle* is shortly proceeding to Swatow and Amoy and will be returning to Hongkong about the end of January.

Mr. Alexander Bahr, who has acted for the past seven years as Chancellor of the German Legation in Peking, has been transferred to the Foreign Office in Berlin.

A St. Petersburg message states that although the Russian proposal for the withdrawal of foreign troops from Chihli has not met with hearty support from all the Powers, Russia, nevertheless, has decided to withdraw her troops.

Dr. Fitzwilliams has given notice of his intention to ask the following question at the meeting of the Sanitary Board on Tuesday next:—"Will the President inform the Board what alterations, if any, have been carried on in the supply of water (for drinking purposes) as the result of the recommendations and suggestions embodied in the Report of the Government Bacteriologist dated the 1st October, 1911."

Vice-President Li Yuan-hung, as already noted in cabled interviews, opposes a State religion for China. He believes all the ancient sages should be forever honoured and their teachings spread but he opposes the plan to require the worship of Confucius in government schools. He has recently expressed to an interviewer the opinion that with so many citizens who are Tibetans, Mohammedans, Mongolians, and many who hold widely varying beliefs, there can be no state religion.

At the Magistracy yesterday, Inspector McHardy charged a Chinese with snatching a pair of bangles from a child's wrist in the Wanchai district. Mr. J. R. Wood sentenced the defendant to six months' hard labour and four hours' stocks. Another man, who was charged with a similar offence, protested that he was a respectable man, and said he was a partner in a market stall. The man alleged to be the other partner was called to give evidence, and he denied that the defendant had anything to do with the stall. The defendant adhered to his statement, and the Magistrate ordered a remand for enquiries to be instituted.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

RAILWAY CONSTRUCTION IN CHINA.

IMPORTANT GERMAN CONTRACTS.

BERLIN, December 24th.

The *Frankfurter Zeitung* states that the German Minister at Peking and the Chinese Foreign Minister, have signed an Agreement for the construction of a railway from Kaumi, northwestward of Tsingtao, to join the Tientsin-Nanking railway where it crosses the border of Shantung and Kiangsu, and another line from Tsinanfu (Shantung) to Shuntchfu (in Chihli) thus joining the Tientsin-Nanking and Peking-Hankow railway lines.

These will be State railways, but German capital and German material will be employed, and the agreement provides for the appointment of a German Chief Engineer and General Manager.

The capital required is estimated at 78,000,000 marks.

TERRIBLE FAMINE IN JAPAN.

EXTREME DISTRESS OF THE POPULATION.

TOKYO, December 24th.

There is a terrible famine in Aomori, Hokkaido Province, owing to the failure of the crops and fishing. Harrowing details are arriving of the extreme distress of the population, of which persons engaged in a nefarious traffic are declared to be taking disgraceful advantage.

FIRE IN A VLADIVOSTOCK COLLIERY.

VLADIVOSTOCK, December 24th.

A fire has been raging for a week in one of the local collieries, and is now spreading. The outbreak is attributed to incendiarism. Fifty men were underground when the fire started.

SEQUEL TO THE ALSACE AFFAIR.

PRESIDENT OF BERLIN POLICE CAUSES A SENSATION.

BERLIN, December 24th.

Herr Jagow, President of the Police of Berlin, has written a letter to the Press denouncing the sentence passed on Lieut. Foerstner. He declares that as the military exercises are the functions of State authority, the prosecution of any act arising out of the exercise of such authority was inadmissable. The letter has been dealt with in a sensational manner by the Press which criticises it as improper intervention. Developments are expected.

THE MEXICAN REBEL LEADER AND SHIPPING.

QUESTION OF A JAPANESE CONTRACT.

LONDON, December 24th.

The Mexican rebel leader's communication to Lloyds, notifying that all vessels of whatever nationality, bringing munitions for General Huerta, will be destroyed, specially mentions a contract for munitions between General Huerta and Japanese. This refers to a contract for rifles discarded by the Japanese Army, which was concluded in April last before the United States Government's policy of non-recognition of Huerta was announced. Hence there is no ground for a protest against the delivery of the arms.

AFFAIRS IN MEXICO.

HUERTA DECREES A PROLONGED BANK HOLIDAY.

MEXICO CITY, December 24th.

In order to check a run on the banks, President Huerta has decreed a Bank Holiday until the end of the year. The principal banks, however, are resolved not to act on the decree.

DISASTROUS FIRE IN BRITISH GUIANA.

GEORGE TOWN, December 24th.

An explosion and fire destroyed six blocks of buildings, and caused damage to the extent of $700,000. A Demerara Company lost about 8,000 tons of sugar.

LATER.

Twenty-three persons were killed in the fire and several are missing.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

VICEREGAL ENTRY INTO CALCUTTA.

ENORMOUS CROWDS EXPECTED—BUT THE MAIDAN DESERTED!

CALCUTTA, December 24th.

The Viceroy made a State entry into Calcutta yesterday. In view of the popularity of Lord Hardinge's attitude on the South African Indian question, the police were expecting enormous crowds, and took the most elaborate precautions lest terrorists should take advantage of the opportunity afforded by the procession. The Viceroy drove between five lines of military on each side, three lines facing outward, but there were no crowds, except for a small knot of sightseers near Government House. On the route the Maidan was crossed, but it was absolutely deserted.

Bengalis explain their abstention by saying that they were afraid of the police.

THE INDIAN TRAIN OUTRAGE.

PESHAWAR, December 24th.

The passengers on board the train which was held up by the band of Pathans included Major Stirling, Captains Twiss and Baker, Lieutenant Dare, and a number of British and Indian soldiers. The officers rapidly organised a counter-attack, and drove off the Pathans.

A band, believed to be composed of Afridis, appeared at Khairabad Station, killed two men, and kidnapped the Stationmaster.

THE UNITED STATES CURRENCY REFORM.

APPROVED AND SIGNED.

WASHINGTON, December 24th.

The House of Representatives has passed the Currency Bill, and the Senate will probably adopt the measure to-day.

LATER.

The Senate has approved the Currency Bill which has now been signed by President Wilson.

The President said it was the first of a series of measures for the benfit of the country's business and expressed surprise at the change in sentiment towards the Bill, and the ready acceptance of its provisions by the bankers.

The Conference of the two Houses has adjourned until 12th January.

EARL'S OFFER OF LAND.

LONDON, December 24th.

The Earl of Kintore offers for sale his historic estates around Inverurie and Kintore, and between Montrose and Aberdeen, amounting to 20,000 acres, and producing over £23,000 per annum. An opportunity will be given to acquire the whole of the property, otherwise the estates will be sold in lots, when the tenants would have the first opportunity of buying their own farms.

WORLD'S BOXING CHAMPIONSHIP.

LONDON, December 24th.

Negotiations are proceeding between Jack Johnson and Sam Langford for a fight for the World's Heavy-weight Championship.

M.C.C.'S VICTORIOUS TOUR.

JOHANNESBURG, December 24th.

The M.C.C. Eleven beat the Transvaal by an innings and 29 runs.

AUSTRALIAN CRICKET.

SYDNEY, December 24th.

In a match between South Australia and New South Wales the former gained a somewhat narrow victory. The scores were.—South Australia, 281 and 290, (Crawford 91 and 40); New South Wales, 307 and 245, (Macartney 117).

OBITUARY.

LONDON, December 24th.

The death is recorded of M. Jules Arsene Arnaud Claretie, director of the Threatre Francais since 1885.

Sir James John Trevor Lawrence, Bart., President of the Royal Horticultural Society since 1884, has passed away at the age of 82.

[The deceased Baronet was in the Indian Medical service for 10 years, serving during the Mutiny. He was M.P. for the Mid-Surrey Division for ten years from 1875, and represented Reigate for four years, retiring in 1892.]

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

POET LAUREAUTE'S FIRST OFFICIAL POEM.

LONDON, December 24th.

The first poem of Mr. Robert Bridges, the Poet Laureaute, was sent to H.M. The King and published in *The Times* by His Majestys desire. The subject chosen was Christmas eve. *The Times* points out that Mr. Bridges has thus assumed the functions of Versificator Regis, a personage several centuries older than Laureaute.

FRENCH YACHTING CRUISE TO THE FAR EAST.

MARSEILLES, December 24th.

The Duc de Montpensier has sailed in the yacht *Mekong* on a long cruise to India and the Far East.

GAS EXPLOSION ON RUSSIAN IMPERIAL TRAIN.

ROSTOCK, December 24th.

Seven train men were injured by an explosion of gas on the Russian Imperial train, which was waiting to convey the Dowager-Empress to St. Petersburg.

BRITISH CONSULAR COURTS FOR ABYSSINIA.

LONDON, December 24th.

An Order in Council, dated 19th inst., has been published in the *Gazette*, proclaiming the establishment of British Consular Courts in Abyssinia with civil and criminal jurisdiction. The latter will be exercised in conformity with the law of British India. British residents will be required to register themselves annually.

CORRESPONDENCE.

THE STATUS OF WOMAN.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

SIR,—I was rather tickled when I read "Sue-icide's" amusing letter in your to-day's publication and I desire to thank him heartily for his kind and generous wishes. Just like the beast of prey, he has but little to go and then he will become a full-blooded creature.

For his information I submit that the difference between a "bachelor girl" and a "spinster" is that the former is progressive, independent, alert, free and untrammeled in her thoughts and actions, alive to every interest in any sphere of life, and is able to hold her own against any man or beast whether in the wilds of Africa or elsewhere. The spinster is of uncertain age, unassuming, reserved, and too domesticated, and characteristic of the Victorian era.

I think it would be a jolly good idea if he would put his *nom de plume* into action, but would advise him to be careful lest he be caught by the strong arms of the law or possibly saved from ending his useful career by a bachelor girl.

SUE.

Hongkong, 24th December.

OPERETTE BY QUARRY BAY CHILDREN.

In accordance with their annual custom, the Quarry Bay juveniles provided a most enjoyable evening's entertainment at the Taikoo Club Hall last night, when the dainty little operette, "Cinderella," written by Mr. Frank Booth, was produced under the direction of Mesdames Mitchell and Grimshaw with marked success. Mr. Thomas Grimshaw was the stage-manager, and Miss Rosie Mitchell made an efficient accompaniste. The pretty scenery for the play was kindly lent by the Taikoo Club.

The following was the *caste*:—

Prince		Master Walter Hardwick.
Signor Romero		Master Aubrey Goard.
Clorinda	Cinderella's	Master Jack Goard.
Miranda	Step Sisters	Master Harry Young.
Head Cook		Master Frank Young.
William	Assistant Cooks	Master Willie Scott.
John		Master B. Templeton.
Thomas		Master W. Polley.
Robert		Master W. Chapman.
Pages		Master Neil Drummond.
		Master Keith Boulton.
Baroness		Master John Grimshaw.
Beeswing		Miss Dorothy Dickson.
Gossamer		Miss Reenie Dickson.
Cinderella		Miss Ada Dickson.
Fairy Chorus		Courtiers and Guests.

FAIRIES.—Misses Dorothy Goard, Betty Ferguson, Nan Ferguson, Queenie Prowse, Cissy Prowse, Beatrice Hardwick, Cissy Polley, and Ruby McCrea.

HONGKONG SHARE MARKET.

Messrs. Vernon & Smyth in their weekly share report dated 24th December state:—

Since our last report the market in the majority of stocks has ruled fairly firm, but the proximity of Xmas holidays has tended to curtail dealings. "Langkats" again have been the source of considerable transactions, and have now hardened to a buying rate of Tls. 35½. The "Oil" market still remains quiet, and according to latest advices from London, prices show no great appreciable change. The tone of the "Rubber" market is advised from London as being firmer, but inquiries for stocks are few. The "Tin" market is advised as being quiet and Tronohs have failed to hold their last week's quotation, but now look like gaining strength according to latest cable information. Fine Hard Para is again advised at 3/1 per lb., and Plantation Sheet has improved to 2/3 per lb. The open market rate of discount is reported as being 4 13-16, and the Bank of England rate is unchanged at 5 per cent. Bar Silver is quoted at 26⅞ for ready, and 26⅝ for forward. Sterling T.T. closes at 1/11 3-16. Shanghai T.T. at 73½, and Singapore T.T. at 82½. Consols according to latest advices stand at 71⅞.

BANKS.—Hongkong and Shanghais remain unchanged at $790, and at which figure shares have again been dealt in. London is unaltered with a sellers' quotation of £80.

MARINE INSURANCES.—Unions have been sold at $810, and now close with more shares on offer at same price. Cantons are wanted at $322½, but no shares are on offer at the figure. North Chinas close with a nominal quotation of Tls. 133½, and Yangtzes show no change from last week, viz., $192½ nominal.

FIRE INSURANCES.—China Fires have been sold at $131, and Hongkong Fires have been the medium of business at $380.

SHIPPING.—Hongkong, Canton and Macaos still remain in demand at $29, but sellers are holding out for better prices. No change has to be reported in Indo-Chinas, which still remain on offer at $80, the London middle price being slightly easier at 165/-. China and Manilas have remained stationary at last week's quotations and now close with a nominal quotation of $10.10. Star Ferries are unchanged with a buyer's quotation of $45, but no sellers are in evidence. Douglases remain on offer at $30, but no business has to be recorded.

OILS.—Shells are advised from London at the slightly reduced rate of 98/1½ middle, and Mexican Eagles have improved to a middle quotation of 38/1½. Ural Caspians have declined, and are returned as 46/3 middle.

REFINERIES.—China Sugars have been a quiet market, and are now on offer at $94½. The same remark applies to Luzons, which close at last week's quotation, viz., $31 sellers.

MINING.—Raubs have been a quiet market and now close with shares on offer at $3.10. Heawoods have also remained dull, and again close with a nominal quotation of 2/6. Kailans are advised from London as 35/- middle, and Tronohs have weakened to a middle quotation of 37/6.

DOCKS, WHARVES AND GODOWNS.—Hongkong and Whampoa Docks have been a lively market, and have advanced to $75½ buyers, but few shares are on the market. Kowloon Wharves have also been in demand, and now close with buyers offering $89. New Amoy Docks are unchanged at $8½ nominal. Shanghai Docks are inquired for at Tls. 53½, and Shanghai and Hongkew Wharves are unchanged with a nominal quotation of Tls. 110.

LANDS, HOTELS AND BUILDINGS.—Hongkong Lands have been inquired for at $114, but no business has to be reported at the figure. Kowloon Lands now close with a nominal quotation of $45, and West Points are inquired for at $67, but no shares are obtainable. Humphreys Estates have been sold at $9.25, at which figure they close with a nominal quotation. Hongkong Hotels (old) remain on offer at $122½, and the new issue remains in demand at $92.

COTTON MILLS.—The Northern Mills are still attracting attention, and the following are the latest prices to hand, viz.:—Ewo Cottons Tls. 132 buyers, Shanghai Cottons Tls. 123 buyers, Kung Yiks Tls. 14 nominal, Laou Kung Mows Tls. 105 nominal. Hongkong Cottons have been quiet and close with a nominal quotation of $7½.

MISCELLANEOUS.—Green Island Cements have been in demand and close at the improved rate of $7 buyers. China Borneos are wanted at $10, Dairy Farms at $28, Ices at $186, and Peak Trams (new) at 95 cents. China Providents have changed hands at $9, Hongkong Trams at 8/3, and Hongkong Electrics at $48½. China Light and Powers remain on offer at $4½, Steam Laundries at $4¾, Union Waterboats at $17½, Watsons at $8, Powells at $8½, and Pulps at $30.

LONDON QUOTATIONS.—The following quotations (middle price) were received from our London Agents by wire this morning:—

Indo-Chinas (Combined)	165/-
Chinese Engineerings	35/-
Hongkong Electric Trams.	8/3
Tronoh Mines, Ltd.	37/6
Ural Caspians	46/3
Mexican Eagles	38/1½
Shell Transports "Bearer"	93/1½
British Burmah Petroleums	5/-
United Serdangs	8/4½
Rubber Plant. Inv. Trust.	9/6
Eastern Int. Trust	12/-
Venture Trust, Ltd.	1/3

JAPANESE IMMIGRATION INTO CANADA.

The *Times* correspondent at Ottawa, in a telegram dated the 2nd inst., says:—

There is some uneasiness over the increase of Japanese immigration. During the first six months of the fiscal year 571 Japanese arrived in British Columbia. Of these, 235 were men, 269 women, and 47 children. The movement is being closely watched, and, if it shows signs of increasing, the attention of the Japanese Government will be drawn to it.

THE STATUS OF WOMAN.

AND THE DAWN OF A "NEW ERA"?

"Women from time immemorial have been remaining dormant, and depended upon men to do all the toiling and bread-winning which they voluntarily assumed; but, alas! they have been found wanting, or rather confoundedly lazy, so that our silent days are o'er and we have now to put our shoulders to the wheel, rather than reckon on his random conduct. We possess the same quality and quantity of brains, and our intellects are as much developed, if not to a greater extent than theirs, but certainly we will not ape their callous and conceited way, but follow a course of true independence and pride, and be able to earn our own livelihood. To depend upon a man nowadays is far too uncertain and erratic. He has lost his noble instinct and his life is just one mass of rot. Honour with them is but a loss gift and they are fast becoming beasts of prey. I do not wish to be unduly hard."

All this, and more in reply to my query, put merely in a quest for an opinion from a lady reader as to whether a new era of "brainy" women had sprung up in our midst. I, of course, had an opinion, but thought it would be of interest to read a feminine view of the subject. Little did I expect such a wholesale rating and condemnation of my fellow strugglers for existence—with one peculiar exception, the esteemd editor of this paper. Yet the question, and more especially the answer by "Sue," has created such an interesting point that I am bound to stray from my limited sphere of Random Notes.

Ignoring altogether those sweeping assertions of change—not for the better—and decay which "Sue" has noticed among we "callous and conceited" men, I may say at once that, like Sue, my opinion of the mental capabilities of the trained lady is a high one, that an age of "brainy" women is developing, and that if all the clever women who are spread over the globe suddenly decided to adopt a commercial or professional career in preference to sometimes matrimonial drudgery, competition would necessarily be more keen; and, what is more important, the brain-power and versatility of the "new women" would demand a higher standard of commercial and professional labour. Bullying and bluffing would give way to a real contest of wit and tact, and man might find that the undiluted mental faculties of his feminine opponent would score more than one point.

Now to revert to the booklet the reading and voicing of which has drawn "Sue." Herein it states:—"We are approaching an era of 'brainy' ladies. That means an era of acrimonious sex rivalry. It is unfortunate, but it is true. What will be the effect of this on the relative position of the sexes?" Perhaps I am with another writer who gives it as her profound conviction that "in a sanely organised society woman should supply the creative intelligence, and *answer the claims of culture*, while man"—Oh! horror!—"should be *merely the bread-winning machine*." In other words, he should dwell content in the valley of commerce and make no attempt to trespass on the mountains of the mind. And it is because I am not engaged in legitimate commerce—I am not a gun-runner or pirate, of course—that I can take sides with the lady who expressed that opinion; almost a judgment. A commercial man may have another idea.

And though the average man is aware, or should be aware, of this transition, can it be said that he is preparing for this gentle Leviathan? How does he spend his days? The majority of the day-time is occupied in the pursuit, and losing, of lucre. In this he is filling that niche supplied for him by the ladies. But there are leisure hours. Are these always spent in developing the qualities of the mind which soar higher than money matters? On the contrary, while the clever woman is so engaged, and if the day be fine, he quickly distorts himself in the matter of attire and centres his whole mind and body on the getting down of his handicap to a smaller figure, and getting his figure down to a smaller handicap. If wet, light and bottomless literature or a "Yip-i-addy" sort of music hall. Though not of a commercial bent, I have done this myself, and readily confess to it. Then the club holds out its arms, rarely unsuccessfully; and a jovial friend and some soda with a dash of something else appeals with much more force than the pages of a new and complex tome on sociology, following a round which closely approached the club's record effort. Now there is a craze for violent exercise to cure any cob-webby effects of long hours in a bad atmosphere, and mental strain. To ask men, under these circumstances, to give their opinion on a certain idea of Aristotle's would probably result in violence. Suggest a round of golf, a game of cricket or billiards, and you are almost lovingly received. Yet, do you know that this belief in exercise, on a huge muscle-building scale is largely fallacious? Vital statistics go to show that athletes are usually unhealthy and shortlived persons. Rational diet will, in a more educated and hygienic age, be substituted for this insane energy. Gastronomic confidences are the commonplaces of conversations nowadays among modern businessmen, in and out of business hours, and their dressing-tables are garnished with varieties of "appetisers," and other alleviations.

Well, in face of all this what can one seriously expect when the "new woman," the non-smoker, the enemy of alcohol, the refined student of standard subjects enters the commercial arena? Long ago it has been decided that the ideal polity would consist of two classes, leaving slaves out of consideration, rulers and ruled. Therefore, though I dread to say so—because I am one of the blunt sex, I presume—if Aristotle is any guide to constitutional bliss, there will soon be no doubt as to which sex will be the best fitted to govern us in the days to come.

You will therefore realise, "Sue," that though I differ from you in regard to loss of honour and general rotting away, I am at one on the question of intellects. In fact I go one further and say that the average educated woman is superior to the average educated man—for the reason stated. But why is it that, like the rest of mankind, I detest the thought of being subordinate to the weaker sex—physically, but not mentally? A lady would answer "ignorance."

A second letter by "Sue" opens another big question:—What are the million females, who exceed the males by that number, to do? And she asks me to "tackle this question alone." At present I hesitate.

RODERICK RANDOM.

XMAS DAY SPORTS.

INTER-COLLEGIATE FOOTBALL.

A game of football will be played at Happy Valley to-day, commencing at 2.30 p.m. The teams represent the deck and engineer departments of the U.S.S. *Wilmington*. Both teams have been diligently practising and the game promises to be hard fought and interesting.

CHINESE ENGINEERING AND MINING COMPANY.

The report covering the period from June 27th, 1912, the date of the incorporation of the company, to June 30th last, states that the gross profits of the Kailan Mining Administration, which administers the mines of this company and those of the Lanchow Mining Company, as a joint undertaking under an agreement dated June 1st, 1912, amounted to $2,934,737. After making provision in accordance with the terms of the agreement for one year's interest on the six per cent. Kailan bonds, £72,000; redemption of bonds for the half-year to June 30th, £12,000; reserve for depreciation, $44,210, and the proportion of profit to which the Chihli Provincial Government is entitled, $11,125, there remains a net profit of $1,655,749, which is divisible as follows:—60 per cent. to this company and 40 per cent. to the Lanchow Mining Company. The amount brought to the credit of the company's profit and loss account is £101,156, which is reduced by certain expenses not chargeable to the Kailan Mining Administration to £99,977. Interest and other items bring up the total receipts to £109,736. After deducting administration and other expenses in Europe, income-tax, and the sum of £5,957, being one-third of the preliminary expenses, there remains a net profit of £85,854. The board proposes to pay a further dividend of 4½ per cent., free of tax (making a total of 8 per cent.) on December 6th and to carry £5,854 forward. The working of the company's business in China in conjunction with that of the Lanchow Mining Company, under the Kailan Mining Administration, has, the directors state, proceeded satisfactorily and the results which have been obtained during the first year have fulfilled their expectations. The total sales of coal for the year amounted to 1,728,296 tons. The sales for the current year up to the present time show a gratifying increase over those for the corresponding period of the past year, accompanied by an increase in the net profit, and the directors are advised that the prospects continue to be very satisfactory.

RAGTIME IN CHINESE.

A powerful amusement syndicate, controlled by Wang Tu Kai, described as the Napoleon of entertainments in Asia, a London paper says, has made arrangements to acquire the exclusive rights of the popular revue "Hullo! Ragtime" for China and Japan. The revue will be produced early in the New Year in Peking.

The Chinese Minister, H.E. Liu-Yuk-Lin, whose Celestial liberality of mind, remarks a London paper, extends to opening Roman Catholic bazaars, is an enthusiastic amateur of minute porcelain vases. He carries his lovely collection about with him wherever he goes, just as a Western lady carries her friends' photographs. The other day his Excellency lent his collection to the Whitechapel Art Gallery.

ANGLO-CHINESE FRIENDSHIP.

Mr. Bryce has accepted the honorary presidency of the Anglo-Chinese Friendship Bureau, and Lord Lamington and Liu Yuk Lin have become Vice-Presidents. Mr. Gerald France, M.P., and Miss Emily Kemp have joined the committee.

ACTIONS AND REACTIONS IN CHINA.

III.—EXTRATERRITORIALITY—TREATY PORTS.

Treaty Ports are so intimately connected with the question of extraterritoriality that it might almost be said that the one is a corollary of the other. Even though such a statement implies an effect preceding its cause, it is not wholly inaccurate, for whatever circumstances may have operated to bring the Treaty Ports into existence, it is clear that the abolition of the restrictions they imply is impossible so long as all foreigners in China are extraterritorialized. This was recognized in Dr. Sun's proposal for throwing open the whole of China to foreign residence, for simultaneously with the removal of the restrictions there was to be set up in China a system of special Courts for dealing with foreigners who had offended against the laws.

Restrictions on freedom of residence did not follow the extortion of the right of extraterritoriality, for one very sufficient reason—there were only five places in which restrictions could possibly be made more absolute than they already were, and in these five places (the original ports—Canton, Amoy, Foochow, Ningpo, and Shanghai) China was bound by Treaty to permit the residence of foreigners: the admission of extraterritoriality was a collateral relaxation of the restrictions, and the attainment of this as well as the opening of successive batches of Treaty Ports represent the gradual stages by which the opening up of China is being accomplished, so that it may almost be said to be accidental that the opening of the five ports preceded the admission of extraterritoriality, and in any case the intimate connection between the two is apparent. It would obviously be impossible to allow all and sundry foreigners to wander at will in the remotest parts of the interior when, in the event of their getting into trouble, they could be dealt with only by their own Consul, who might be a thousand miles away.

Regarded from another standpoint, the Treaty Ports are the modern exemplification of the policy of segregation that China has pursued with foreigners from the beginning. The Portuguese adventurers under the brothers de Andrade (middle of the sixteenth century) were permitted to trade at the three ports of Ningpo, Chinchew, and Foochow, at the two first-named of which they established colonies. After their expulsion from these ports, they were allowed to establish themselves on another site—the extreme end of the Macao peninsula. The Dutch, again, were not allowed to settle on the mainland, but no objection was raised to their residence in comparative isolation on the island of Formosa. The same policy was applied when the East India Company's trade with Canton became considerable and English merchants settled in China—when China found it impossible or undesirable to exclude altogether, she made the admission as limited as possible and confined the outlanders to a restricted area.

Nor can it be said that subsequent events—unless we make an exception of Dr. Sun's proposals—demonstrate any change in this attitude. Many new ports have been opened, it is true, until the total now stands at about 70, excluding the Russian trading posts in Mongolia, but in most cases the opening has been the price of a war (*e.g.*, those opened by the Treaties of Tientsin and Shimonoseki) or reparation for some wrong (*e.g.*, those opened by the Chefoo Convention), while of the so-called voluntarily opened ports, the opening in some cases (as Yochow) was obtained only as the result of protracted and sometimes severe pressure from a foreign Power, while in others it was done as an act of self-preservation on China's part—Santu was thus opened in 1898, because it was feared (not without reason, as was shown by the Italian demand) that its magnificent harbour accommodation would make it too great a temptation to some foreign Power. China frequently claims that these "voluntarily-opened ports" stand on a different footing from the Treaty Ports proper—that having opened them voluntarily, she is entitled to do it under her own conditions—so it may be pointed out that this cannot be said of Yochow in any case, for its opening was exacted from China in reparation for her breach of faith in refusing to accept the British Government loan of twelve millions according to her preliminary agreement, although, to save her face, she was allowed to effect the opening, *quasi*-voluntarily, by an Imperial Decree, instead of by Treaty.

It may be remarked in passing that though the term Treaty Port is sanctioned by usage and convenience as the generic title for the places open to foreign trade and residence, it is in many cases inaccurate—it includes places, such as Yochow, Woosung, Santu, etc., that were opened by Imperial Decree, as well as others, as Tengyueh, Mukden, Mengtze, that can only be called Ports by a very generous interpretation of the word. The term "marts" is sometimes used as a way out of this latter difficulty: it may be only a matter of personal taste, but the word seems scarcely adequate as a generic term to include such centres of commerce as Shanghai, Tientsin, and Hankow; to another alternative, "open ports," there is a stronger objection, for it is not every Treaty Port that is immediately opened to foreign trade—in the case of Nanking over 40 years elapsed between its nominal opening by the French Treaty of Tientsin, 1858, and its effective opening by the establishment of a custom-house in 1899. Many of the smaller Manchurian "ports," too, though included in the agreements with Japan, are not yet effectively open.

It is usual to classify Treaty Ports under four heads;—(*a*) Those in which foreigners live in "Concessions," leased in perpetuity by the Chinese Government to the foreign Government, which pay the annual land-tax or rent, and sub-leases lots to the "land-renters." Tientsin, Hankow, and Canton are examples of this type; (*b*) the "settlement" ports, in which an area is assigned by the Chinese Government for foreign residence and is put under the control of the foreigners, though Chinese are permitted to hold land within the settlement area, and foreign land-renters acquire their lots by direct negotiation with the original owners, and pay land-tax to the Chinese Government—this type is summed up in Shanghai; (*c*) those in which there is no reserved area for foreign residence, and where foreigners either create, through the exercise of the gregarious instinct, an informal and unrecognized settlement, as has happened, for instance, on the promontory at Chefoo (or, rather, at Yentai), or else live at haphazard in the Chinese city. (With reference to this class *c*, it may be pointed out that there is, under Article 1 of the Peking Protocol, 1896, a prescriptive right to demand an area for a settlement in every open port. The Article in question runs: "It is agreed by the Contracting Parties that Settlements exclusively for the use of the Japanese"—and under the most-favoured-nation clause this right is automatically extended to all the Treaty Powers—"shall be provided *at each open port* of China, the Japanese Consul having full control over the roads and police affairs in such Settlements.")

Finally there are (*d*) the so-called voluntarily-opened ports, of which Yochow is a typical example. "The municipal plan adopted at Yochow is one which has been introduced at some other ports. The Chinese Government expropriated the land required for an 'international settlement,' laid out roads and sold the lots by auction, reserving an annual ground rent of a substantial amount; wharfage dues, moderate in amount, are levied" (the friction caused at Santu by the breach of extraterritoriality committed in the levy of these "wharfage dues" will be recalled), "municipal work and police are under the joint control of the Yochow territorial Taotai and the Commissioner of Customs; all expenses are at the charge of the Chinese Government, and the community is burdened neither with further taxation nor with the task of governing: in the event of further taxation becoming necessary, it will be under the control of a representative body." (Morse, *The Trade and Administration of the Chinese Empire*, p. 227). This form of municipal government, in which the foreign residents are not "burdened with the task of governing," represents one of China's attempts to check the independence of the foreign municipal councils, a subject to which it will be necessary to recur later.

The influence of Treaty Ports on China has to a large extent been of the same nature as that of Hongkong. They have, as Shanghai knows to its cost, provided centres for preparing and hatching revolutionary plots, and have in turn furnished asylum to political refugees. It is, however, in the field of municipal government that their influence has been exerted, and this influence has necessarily been greatest in those ports where there is a foreign settlement definitely committed to foreign municipal administration, in which Chinese live side by side with foreigners and under foreign control. These conditions have reached their apotheosis in Shanghai, which exhibits in their most pronounced form the influence that the Treaty Ports can exert on China's development and the desire of Young China to curb, as far as it may, the independence of these *quasi*-autonomous foreign communities. No apology accordingly is needed for discussing the Treaty Ports in the light of Shanghai.

In spite of the hope of enthusiasts that China will be able to pass in a night and a morning from an autocratic system of government to a democratic republic, it is reasonable to believe that, even though the form and machinery of the constitution are in existence and in working order, it is in the lesser departments that they will first become an essential part of the nation's life and possess life in themselves. The citizens of the Republic can hardly be expected to take at once a lively and intelligent interest in the election and the operations of the Senate—it will be far easier for them to take a lively and intelligent interest in the election of their own Town or City Council, and in its workings. These smaller local bodies will, it is to be believed, be found necessary, if China's constitution is to be anything but a name, as a means of educating the people in the art of self-government, and they will be the more effective to this end, as the people have already seen this principle at work under their eyes in the foreign settlements of the Treaty Ports (even though they themselves, though resident in the settlements, are debarred from participating in it).

Municipal government should play an important part in the development of the democratic ideal in China, nor is it only in the abstract principle that the Treaty Ports can give lessons. A list of the operations of the Shanghai Municipal Council reveals many concrete instances of improvements which are necessary or would be useful to China, and which in many cases she is already trying to adopt. Sanitation, road improvement, police, lighting, water-supply, fire brigades, libraries, volunteers—these are a few of the directions in which the Treaty Ports are showing China how much she has to learn from the West in the proper ordering of towns, and there are not wanting signs that China is taking the lessons to heart. Her attempt to establish proper police forces has been going on for some ten years now, though it cannot be said that it has yet borne any noteworthy fruit, and her recent engagement of Colonel Bruce, the Captain Superintendent of the Shanghai Municipal Police, as adviser in police affairs is in itself a direct proof of the influence that the Treaty Ports exert in favour of reforms. But perhaps the most striking example of the effect the foreign influence exerted through the Treaty Ports has had in modernizing Chinese ideas is seen in the Shanghai Volunteer Corps.

The maintenance of a military force is not now usually included in the duties of a municipality, but it is an intelligible anomaly in China. What would seem, however, to be even more of an anomaly, when the ultimate *raison d'être* of the Volunteers is considered, is the inclusion of a Chinese Company in the Corps. The Corps, it is sufficient to recall, owes its inception to the Taiping Rebellion with its days of peril for Shanghai, and has had on several occasions to repress disorder among the Chinese inhabitants of the Settlements, the most serious case being that of the Mixed Court riots in 1905. In the following May, the Chinese Chamber of Commerce laid the foundation of the Chinese Company by forming the "Chinese Physical Training Association," and by November, 1906, the negotiations were completed, and permission was given to form the Chinese Company, under the following conditions:—(1) Its numbers to be limited to 100 (2) Its two senior officers to be foreigners; (3) Arms to be issued for drill and service only; (4) Each member to be guaranteed. This third condition, it should be added, was withdrawn last September, in view of the services rendered by the Chinese Company in the suppression of the riots that arose in connection with the plague-disinfection measures in 1911, and especially on account of the share they took in the delicate task of expropriating the Chapei police and taking charge of the locality for the Shanghai Municipal Council. The noteworthy feature in connection with the Company, however, is not its composition. In contradistinction to the contempt with which the profession of arms is (or was, until it became so lucrative) looked upon in China, the members of the Chinese Company of the Volunteer Corps are all men of good position, being mostly the sons of substantial merchants, while vacancies in the rank-and-file are eagerly canvassed and there is always a long list of applicants awaiting admission.

(To be Continued.)

LARGE FIRE INSURANCE BY THE CANADIAN PACIFIC.

THREE YEARS' CONTRACT.

The correspondent of *The Times* at Montreal states that the Canadian Pacific Railway Company has effected an insurance policy for $100,000,000 (£20,000,000) on property valued at $115,000,000 (£23,000,000). The insurance has been transacted through five insurance syndicates.

The contract is for three years and supersedes the existing policy. Owing to the level of the rate some of the English offices did not consider the terms of that policy sufficiently attractive, and it is known that in Canada there has been keen competition to secure the renewal of the business. The insurance covers the whole of the rolling stock, sheds, and stations of the company against the risk of fire.

INTIMATIONS

SKIN TROUBLE KEPT CHILDREN AWAKE

Herself and Four Children a Mass of Sores. Discharge Like Water Before Scabs Formed. Cured by Cuticura Soap and Ointment.

6, Dundonald Rd., Colwyn Bay, N. Wales.—"My eldest boy, eight years old, caught a skin disease from the school. We all had it except baby, in fact I was the worst. It was awful when we went out in the sun. Those who knew me said my face would be marked, it was in such a state. The trouble kept the children awake many nights. The discharge was like water before the scabs formed. It was like a scald. It would blister up and then break and then spread. Myself and four children were a mass of sores. It was terrible.

"I tried all kinds of ointment: each seemed to make it itch and inflame it more. So I sent for a sample of Cuticura Soap and Ointment. The result was soothing, so I got a box of Cuticura Ointment and Soap. We are free from even a pimple now, thanks to Cuticura Soap and Ointment. They cured us completely." (Signed) Mrs. Eliza Jones, May 23, 1912.

Cuticura Soap and Ointment sold throughout the world. A sample of each with 32-p. book free from nearest depot: F. Newbery & Sons, 27, Charterhouse Sq., London; Potter Drug & Chem. Corp., Boston, U.S.A.

Tender-faced men should shave with Cuticura Soap Shaving Stick. Sample free.

[96-13

MAPPIN & WEBB, LIMITED.

NEW CONSIGNMENTS

STERLING SILVER WARE.

PRINCE'S PLATE

(GUARANTEED FOR 30 YEARS)

CUTLERY.

From the

SOLE AGENTS:

CHS. J. GAUPP & CO.,

ALEXANDRA BUILDINGS,

CHATER ROAD

141

CALDBECK, MACGREGOR & Co.

(ESTABLISHED 1864).

LUXURIES FOR THE CHRISTMAS SEASON.

CALDBECK'S COCKTAILS.

V.O.S. WHISKY.

DOW'S HUNTING PORT.

BENEDICTINE (D.O.M.)

AQUARIUS SODA.

CLUB CIGARETTES.

[25

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS *only, special business matter* THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS *should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.*

P.O. Box, 33. Telephone No. 12.
Telegraphic Address: "PRESS."
Codes: A.B.C. 5th Ed., Lieber's.

NEW ADVERTISEMENTS

G. R.

KOWLOON-CANTON RAILWAY
(BRITISH SECTION).

IT IS HEREBY NOTIFIED that SEALED TENDERS, which should be clearly marked "Tender for Kowloon Railway Station Building," will be received at the Colonial Secretary's Office up to NOON on the 31st day of January, 1914, for the contract for the BUILDING OF THE TERMINAL STATION at Kowloon Point for the KOWLOON-CANTON RAILWAY (British Station).

On application at the Railway Head Office, Kowloon, the Drawings may be seen and copies of the Specification and full particulars obtained on the deposit of a fee of $250, which will be refunded on the submission of a *bonâ fide* tender together with the return of the Specification intact.

The Government does not bind itself to accept the lowest or any tender.

H. P. WINSLOW,
Manager.

Hongkong, 19th December, 1913. [1476

BEKANNTMACHUNG.

DIE amtlichen Veröffentlichungen des Konsulats Pakhoi-Hoihau werden im Jahre 1914 durch d-n "OSTASIATISCHEN LLOYD" und "THE HONGKONG DAILY PRESS" erfolgen.

KAISERLICH DEUTSCHES KONSULAT.

Pakhoi, den 15. Dezember 1913. [1477

CAPITAL WANTED.

ADVERTISER requires British Capital to place a Chemical Invention on the Market.

Communicate with,
CAPITAL,
Care of "Daily Press" Office.

Hongkong, 25th December, 1913. [1479

NOTICE TO CONSIGNEES.

FROM SHANGHAI, KOBE AND MOJI.

THE Steamship

"GREGORY APCAR,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at consignees' risk and expense into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & Co., LTD.,
Agents.

Hongkong, 24th December, 1913. [60

WANTED.

PERAMBULATOR Wanted at once. Good Condition.

Address— "A.,"
Care of "Daily Press" Office.

Hongkong, 24th December, 1913. [1476

CHINESE TELEGRAPH ADMINISTRATION.

NOTICE.

NOTICE IS HEREBY GIVEN that on and after 1st JANUARY, 1914, all TELEGRAPHIC ADDRESSES which were registered at this Administration before 27th September, 1913, and which have not been renewed since by payment of a fee of $12 for each address, will be cancelled and telegrams with cancelled addresses will not be delivered.

By Order,
WONG TING-CHAN,
Local Manager.

Hongkong, 19th December, 1913. [1457

NOTICE.

ROYAL HONGKONG GOLF CLUB.
(FAN LING.)

THE Conditions of the "HASTINGS" Cup have been altered to the following:—

18 holes under Handicap against Bogey; to be played before Tiffin on 26th December, 1913, *i.e.*, intending competitors to arrive not later than by the 9.40 A.M. Train.

Competitors to choose their own partners.

Hongkong, 24th November, 1913. [1473

THE PEAK SCHOOL.

THIS SCHOOL will be OPENED at the PEAK HOTEL on MONDAY, January 5th, 1914, at 9 o'clock.

Application for admission should be made as early as possible to the Undersigned.

M. E. MAIN,
Head-Mistress.
Kowloon School.

Hongkong, 1st December, 1913. [1387

WEIHAIWEI SCHOOL.

AN ENGLISH SCHOOL in British Territory favoured with a "magnificent climate." Preparation by experienced and qualified teachers for entrance to schools in England, or for commercial life in the East. School-house by the sea. Recreations:—Sea bathing, boating, cricket, football, etc.

For terms, apply to the Headmaster.

HERBERT L. BEER, L.C.P.

1343]

PUBLIC COMPANY

A. S. WATSON & CO., LIMITED.

NOTICE.

SHARE CERTIFICATES for Thirty (30) Shares Numbered 22671 to 22695 and 51166 to 51170 inclusive, standing in the Register in the name of TANG YIK of Hongkong; and Share Certificates for Thirty (30) Shares Numbered 22696 to 22720 and 51171 to 51175 inclusive, standing in the Register in the name of TANG MAN, having been LOST or DESTROYED, NOTICE IS HEREBY GIVEN that, unless the said Certificates be produced at the Offices of the Company, Alexandra Buildings, Des Vœux Road Central, Hongkong, on or before the 27th December, 1913, New Certificates for the said Shares will be issued, and the old Certificates will thereafter be held by the Company as Null and Void.

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, 27th November, 1913. [1375

INTIMATIONS

FIRE INSURANCE ASSOCIATION OF HONGKONG.

CHRISTMAS HOLIDAYS.

NOTICE IS HEREBY GIVEN that all FIRE INSURANCE OFFICES will be CLOSED for the Transaction of PUBLIC BUSINESS TO-DAY (THURSDAY), TO-MORROW (FRIDAY) and SATURDAY, the 25th, 26th and 27th instant.

By Order,
A. R. LOWE,
Secretary.

Hongkong, 24th December, 1913. [1470

MARINE INSURANCE ASSOCIATION OF HONGKONG.

CHRISTMAS HOLIDAYS.

NOTICE IS HEREBY GIVEN that all MARINE INSURANCE OFFICES will be CLOSED for the Transaction of PUBLIC BUSINESS TO-DAY (THURSDAY), TO-MORROW (FRIDAY) and SATURDAY, the 25th, 26th and 27th instant.

By Order,
A. R. LOWE,
Secretary.

Hongkong, 24th December, 1913. [1471

KOWLOON-CANTON RAILWAY.
(BRITISH SECTION).

CHRISTMAS AND NEW YEAR HOLIDAYS.

NOTICE IS HEREBY GIVEN that an ADDITIONAL TRAIN will leave KOWLOON for SHEUNG SHUI (FANLING GOLF LINKS) at 8.35 A.M. on CHRISTMAS DAY, BOXING DAY, SATURDAY, December 27th, and NEW YEAR'S DAY, calling at TAIPO at 9 A.M. and arriving SHEUNG SHUI at 9.12 A.M.

By Order,
H. P. WINSLOW,
Manager.

Kowloon, 24th December, 1913. [1472

IN THE MATTER OF THE COMPANIES ORDINANCE, 1865,
and
IN THE MATTER OF GEO. FENWICK & COMPANY, LIMITED
(In Liquidation).

NOTICE IS HEREBY GIVEN in pursuance of Section 129 of the Companies Ordinance, 1865, that a GENERAL MEETING of the above-named Company will be held at the Offices of the Liquidators, No. 5, Queen's Road Central, on TUESDAY, the 6th day of January, 1914, at 12 o'clock NOON, precisely, for the purpose of having an account showing the manner in which the winding up has been conducted and the property of the Company disposed of, laid before such Meeting, and for the purpose of considering and approving the proposed final return of $3.50 per Share on the Issued Capital, determining the Liquidators' remuneration, hearing any explanation that may be given by the Liquidators and also of determining by Extraordinary Resolution the manner in which the Books, Accounts and Documents of the Company and of the Liquidators thereof shall be disposed of.

PERCY SMITH, SETH & FLEMING,
Liquidators.

Hongkong, the Fourth day of December, 1913. [1401

NOTICE.

NOTICE IS HEREBY GIVEN that by a JUDGMENT of the REGISTRAR OF TRADE MARKS in the Colony of Hongkong under date the 29th November, 1913, the above Trade Mark, of which the following is a facsimile:

has been held to be the sole Property of Messrs. A. S. WATSON & Co., LIMITED, of Des Vœux Road Central, Hongkong, and in and by the same Judgment it was also held that Mr. HO WA *alias* HO WA SANG who as the sole Partner in the SUI CHEONG Firm of No. 41, Wing Lok Street, Hongkong, claimed such Trade Mark as his Property had no right or title thereto whatsoever.

NOTICE IS ALSO GIVEN that as the Registered owners of such Trade Mark Messrs. A. S. WATSON & Co., LIMITED, will forthwith institute legal proceedings against any firm or person who may in any way infringe such Trade Mark whether by colourable imitation or otherwise howsoever.

A. S. WATSON & Co., LIMITED,
JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, 16th December, 1913. [1440

INTIMATIONS

SOME SEASONABLE GIFTS SUGGESTED BY

LANE, CRAWFORD & Co.

DOLLS, TOYS, GAMES,

ELECTRIC TRAINS, MECHANICAL FIGURES,
INDOOR GAMES OF EVERY DESCRIPTION.

GOLF CLUBS. TENNIS RACKETS. ETC.

ELECTRO-PLATE, BRASSWARE,

CAKE-STANDS, FIRE SCREENS, FLASKS, SAFETY RAZORS,
OIL AND ELECTRIC LAMPS.

LADIES' GLOVES AND SCARFS

— VANITY BAGS —

UMBRELLAS, BLOUSES, HANDKERCHIEFS, ETC.

GENTLEMEN'S TIES, GLOVES,

UMBRELLAS AND WALKING STICKS.

WARM WAISTCOATS AND DRESSING GOWNS.

SILK BRACES AND SOCKS.

SHAVING MIRRORS, FITTED SUIT CASES.

CRACKERS. CHOCOLATES. FONDANTS.

IN FANCY BOXES.

LANE, CRAWFORD & CO.

[46

BECK & CO., BREMEN.

KAISER BREWERY.

BECK'S BEER,

KEY BRAND.

$16.00

PER CASE OF 6 DOZ. PINTS.

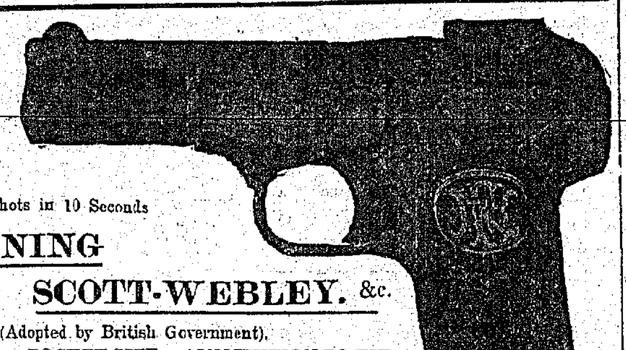
" " " 4 " QUARTS.

HONGKONG AGENTS:

MACEWEN, FRICKEL & Co.,

[392

AUTOMATIC PISTOLS.



8 Shots in 10 Seconds

BROWNING

SCOTT-WEBLEY, &c.

(Adopted by British Government).

ORDINARY AND POCKET SIZE. AMMUNITION TO FIT.

SIEMSSEN & CO.,

(MACHINERY DEPT.),

QUEEN'S BUILDING (opposite Star Ferry).

[1379

NOTICE.

WE HAVE from This Date handed over our Wine and Spirit Department to Messrs. MACEWEN, FRICKEL & Co., to whom we recommend our patrons to apply for future supplies.

THE FRENCH STORE.

Hongkong, 1st November, 1913. [1283

NOTICE.

WE HAVE purchased the stock of Wines carried by THE FRENCH STORE and will be pleased to receive enquiries for these High-Class Goods.

MACEWEN, FRICKEL & Co.

Hongkong, 1st November, 1913. [1284

NOTICE.

WE have much pleasure in announcing to our Numerous Patrons and Customers that we have Opened a NEW SILK STORE in the most up-to-date Style and Fashion at the Large and Commodious Premises No. 38 and 40, QUEEN'S ROAD CENTRAL, lately occupied by Messrs. H. Rattonjee & Son, where we are displaying an entirely new, Handsome and Gorgeous Stock of SILK GOODS and JEWELLERY WARE of all Descriptions in a Variety of New, Elegant and Attractive Designs and Patterns.

The Stock Includes a Choice Selection of Turkish, Persian and Indian SILK CARPETS and WOOLLEN RUGS in Chaste and Elegant Patterns.

Prices Specially Reduced for Summer.
Cheapest Store in the Colony.
An Early Visit Earnestly Solicited.

D. CHELLARAM.

Hongkong, 26th July, 1913. [907

TO THE MEDICAL PROFESSION.

MISS MORITA, CERTIFICATED MASSEUSE (with diploma in Physiology and Anatomy), will be pleased to give Massage, under medical supervision.

Address— NOMURA HOTEL,
15, 16 and 17, Connaught Road.
Telephone No. 400.

Hongkong, 2nd December, 1913. [1388

YOU ARE INVITED to come and Inspect our Fine Assortment of

DOLLS, TOYS,
AND
CHRISTMAS GOODS.

Prices from 10 Cents upwards.

GRACA & CO.

PEDDER ST. (Hongkong Hotel Building).
OVER 1,000 DOLLS IN STOCK.

Hongkong, 6th December, 1913. [1153

ON SALE.

A TABLE OF THE
RATES OF EXCHANGE AT BOMBAY

For Demand Drafts on London on the day of or preceding the departure of the English Mails; also Table of the Yearly Approximate Averages for 36 years, FROM 1874 TO 1909.

PRICE $2 CASH.

On Sale at the DAILY PRESS Office & Local Booksellers.

TO LET

TO LET.

FOUR-ROOMED HOUSES in Granville Avenue and Salisbury Avenue, Kowloon. Cheap rentals.

SHOP with GODOWN attached, Nathan Road, Kowloon. Kowloon Marine Lot No. 48, with Wharf.

Apply to—
HUMPHREYS ESTATE & FINANCE Co., LTD.,
Alexandra Buildings.

Hongkong, 12th November, 1913. [1331

TO LET.

OFFICE in ALEXANDRA BUILDING.

Apply—
A. S. WATSON & Co., LTD.

Hongkong, 22nd August, 1913. [995

TO LET.

GODOWN, 94, Wanchai Road.

OFFICES in King's Building.
No. 153, PRAYA EAST.

Apply—
THE HONGKONG LAND INVESTMENT & AGENCY Co., LTD

Hongkong, 18th December, 1913. [65

TO BE LET.
From 1st January, 1914.

NO. 1 to 5, "AIMAI VILLAS," adjoining "OLDESLOE," Kimberley Road Kowloon.

Apply to—
PATELL & Co.,
79, Wyndham Street, or
A. Abdoolrahim, Architect,
34, Queen's Road Central

Hongkong, 26th November, 1913. [1372

TO LET.

YALTA, MOUNT KELLETT (65, THE PEAK), for 7 months from March 15th, 1914, Fully Furnished. SIX ROOMS, Electric Light throughout, Croquet Lawn.

Apply to—
W. D. GRAHAM,
65, The Peak.

Hongkong, 19th December, 1913. [1452

TO LET OR FOR SALE.

GODOWNS at 98, 98A, 99 and 99A, Praya East.

Apply to—
HONGKONG, CANTON & MACAO STEAMBOAT Co., LTD.,
Hotel Mansions.

Hongkong, 4th September, 1913. [1035

TO LET.

SHOP, No. 12, Queen's Road Central.

No. 9, MOUNTAIN VIEW, PEAK.
2, FAIRVIEW, Nathan Road, Kowloon.

Apply to— M. J. D. STEPHENS.

Hongkong, 11th December, 1913. [722

TO LET.

OFFICES, ROOMS, and GODOWNS, on Ground and Second Floors, No. 14, Des Vœux Road Central, the Premises now occupied by The South China Morning Post, Limited. Possession, 1st May, 1914, or earlier.

FLATS, "WILD DELL," Wanchai Road. "HOMESTEAD," No. 45, Peak. Immediate possession.

Apply to—
SANG KEE,
Care of COMPRADORE DEPARTMENT,
Hongkong and Shanghai Bank.

Hongkong, 28th October, 1913. [1083

TO LET.

MERION, Nos. 9 and 10, PEAK, Unfurnished. 6 Rooms. Cheap rental, from 1st December, Newly Painted and Colourwashed. No. 19, SHELLEY STREET.

"KELLETT CREST," No. 66, THE PEAK, from 1st March, 1914, Partly Furnished.

No. 6, CAMERON VILLAS, No. 59, PEAK, To Let, Furnished, for one year, from 1st May, 1914.

1, CAMERON VILLAS, No. 60, PEAK, To Let, Furnished, for 1 year from 1st May.

"ROGATE," Austin Road, Kowloon Unfurnished.

No. 68, PEAK, MOUNT KELLETT (Church Mission Society Bungalow), from 1st October, 1913, till 30th May, 1914. Partly Furnished. Cheap rent.

FOR SALE OR TO LET.
(From 1st November, 1913.)

No. 1, GOUGH HILL, No. 103, PEAK. Bungalow, containing Drawing, Dining and Smoking Rooms and Five Bedrooms. With Ground for Tennis Court.

FOR SALE.

"HARTING and ROGATE," on part of Kowloon Inland Lot No. 1154.

Apply to— LINSTEAD & DAVIS,
3rd Floor, Alexandra Buildings.

Hongkong, 20th December, 1913. [64

TO LET.

OFFICE on Third Floor of Hotel Mansions.

Apply to—
HENRY HUMPHREYS
Alexandra Buildings.

Hongkong, 16th December, 1913. [1436

FOR SALE.

GAS COMPRESSOR with ELECTRIC MOTOR and FITTINGS. Will increase ordinary lighting power by 25 per cent without extra cost.

Apply—
MANAGER,
Hongkong Daily Press Office.

AUCTIONS

G. R.

PUBLIC AUCTION.

PARTICULARS and CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 29th day of December, 1913, at 3 P.M., at the Offices of the PUBLIC WORKS DEPARTMENT, by Order of HIS EXCELLENCY THE OFFICER ADMINISTERING THE GOVERNMENT, of One Lot of CROWN LAND at Reclamation Street, Yaumati, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of HIS MAJESTY THE KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality	Boundary Measurements. (Approximate.) N.	S.	E.	W.	Contents in Square feet	Annual Rent.	Upset Price.
	Kowloon Inland Lot No. 1285.	Adjoining K.I.L. 555, Reclamation Street, Yaumati.	feet 47	feet 47	feet 113	feet 113	5,546 about	$ 70	$ 1,092

[1458

G. R

PUBLIC AUCTION.

PARTICULARS and CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 29th day of December, 1913, at 3 P.M., at the Offices of the PUBLIC WORKS DEPARTMENT, by Order of HIS EXCELLENCY THE OFFICER ADMINISTERING THE GOVERNMENT, of the right to quarry stones on the following Lots of CROWN LAND around Kowloon Bay, in the New Territories, and elsewhere in the Colony of Hongkong, for a period of one year commencing from the 1st day of January, 1914.

PARTICULARS OF THE LOTS.

No. of Sale.	Registry.	Locality.	Approximate Contents in Acres.	Upset Annual Crown Rent.
1	Hok Un Quarry Lot 6.	Hok Un.	8.44	$1850.
2	Ma Tau Kok Quarry Lot 7.	Ma Tau Kok.	2.70	534.
3	Ma Tau Kok Quarry Lot 8.	Do.	4.60	1305.
4	Ma Ti Quarry Lot 9.	Ma Ti.	1.94	280.
5	Jordan Road, Kowloon Quarry Lot 10.	Jordan Road, Kowloon.	5.30	616.
6	Yaumati Quarry Lots 11.	Yaumati.	2.98	350.
7	Ngau Tau Kok Quarry Lot s 6/	Ngau Tau Kok.	2.00	990.
8	Sai Tso Wan Quarry Lots 1 to 5, 7 to 9.	Sai Tso Wan.	16.83	734.
9	Chu Lu Kok Quarry Lot 1.	Chu Lu Kok.	230.00	1800.
10	Ngau Shi Wan Quarry Lots 1 to 4	Ngau Shi Wan.	12.73	3500.
11	Tsat Tsz Mui Quarry Lot 2.	Tsat Tsz Mui.	27.38	720.

Full Particulars and Conditions may be obtained at the Offices of PUBLIC WORKS DEPARTMENT.

[1462

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Finest Quality, Various Designs—Handkerchiefs, Latest Style Colours, Ninons, Newest Style Tweed and Showerproof Hats,

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Hongkong, 26th November, 1913. [45

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OFFICE.

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OR
WEST RIVER.

PRICE ONE DOLLAR.

Giving all the Important Towns en route from CANTON to WUCHOW.

Hongkong, 5th April, 1913

INTIMATIONS.

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BEECHAM'S

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48 CAPSULES, IN WINE, AND IN SYRUP

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CHANGES IN CHINA.

MRS. ARCHIBALD LITTLE'S IMPRESSIONS.

[FROM OUR OWN CORRESPONDENT.]

LONDON, December 5th.

Mrs. Archibald Little lectured last night to a numerous audience of members and friends of the China Society at the Caxton Hall on "Changes I have noticed in China"—the observations being based on the impressions of her tour in the East last year.

Mrs. Little took her audience on a brief round of her visits to various places, and then exhibited some of her excellent lantern slides of China, especially of the Yangtze Gorges. She seems to have enjoyed her return to Hongkong greatly and to have been much pleased with the improved tramway service. Speaking generally of the Chinese she approved of the cutting of the queues.

In Shanghai she was impressed by the fine Y.M.C.A. building and the very happy appearance of the young Chinese there. Passing on to speak of the revolution, Mrs. Little told of several instances of Chinese bravery that were mentioned to her, and especially eulogised the way in which the Chinese lady doctors and nurses had gone to the battlefield and tended the wounded, without showing the slightest fear, notwithstanding the restricted sphere of women in China till now. The rapid travelling from Hankow to Peking and the excellent arrangements for comfort, carried out entirely under Chinese management, were almost startling as a change from former conditions, and she enjoyed the scenery very much. It was an interesting route "except to those who spent the whole journey playing bridge." She estimated that there was a Chinese village to every square mile along the way.

At Peking there was a Y.M.C.A. convention in successful progress, as another proof of the distance China has travelled since she was there before. Under the guidance of a young Chinese educated at University College, London, who was sent to her by President Yuan Shih-kai, she saw the House of Representatives, and noted how well dressed and dignified the members looked and how calmly they conducted themselves in debate. While the old China traveller was apt to regret the disappearance of the picturesque and beautiful Chinese garb, she had no doubt that the adoption of Western dress was helping the Chinese forward. She found in Peking a tendency for students in Western institutions to study too hard and to be disinclined to spend time on recreations. Then she passed to the opium question, acknowledging at the outset that some of the audience would disagree with her. She found it a dreadful idea that England should be concerned in the storing of 20,000 chests of opium in Shanghai that the Chinese were bound to allow to enter into China. She contended that the one thing England could do for China was to leave her to deal with her own opium problem. The Chinese "had made stupendous efforts to free themselves from the drug," and it should not be forced upon them.

She found the Manchus in parlous plight in Peking and their prospects seemed pitiable, but what had taken place in the revolution she thought was a grand thing for the Chinese themselves, and she hoped they would succeed in making their way to successful administration. Nevertheless, she thought it rather ominous that so many governors and viceroys had made arrangements for houses and sites in Shanghai and elsewhere as a precaution against possible untoward events.

Finally she waxed enthusiastic over the great improvements in the road along the waterside at Canton, in contrast with the narrow alleys of the place. So also, she argued, would the whole of China gradually develop and go forward towards improvements, while the things they loved and respected in the land would, she hoped, remain as memorials of the ancestors of a great people.

Mr. Playfair moved a vote of thanks to Mrs. Little, and Mr. Arthur Diosy in seconding said he was glad to hear that the President made haste to show Mrs. Little the House of Representatives while it was still in existence. (Laughter.) He, too, eulogised the Chinese women and said some of them had a great influence in bringing about the revolution. It was customary in England to talk rather sneeringly of Young China. There was always a sort of annoyance in England when some foreign people did what they were not expected to do—(laughter)—and the crime alleged against the originators of this Young China movement was mainly their youth. (Renewed laughter.) But no great movement that had shaken the earth has been inaugurated by the old. Progress belonged to the young. (Cheers.) What had happened in China now had its origin really in what happened in Japan fifty-five years ago. New Japan had to be followed by New China. That was the result of the great occult power of ideas that politicians sometimes overlooked; but ideas were more powerful than the victories of arms: they were in fact the one thing that armies could not kill. (Applause.) Not one of the originators of the new Japan at its founding was more than thirty-years of age. Was that a crime? Their works spoke as to that. What they did for new Japan Young China would do for their great country and their wonderful people.

Dr. JAMES CANTLIE, who was in the chair, spoke of the Chinese brain as the largest in the world, which was due to four thousand years of education. Under new conditions the Chinese brain would still grow and develop a progress in a few years that would take centuries for a less sophisticated people to achieve. Defending the Chinese type of face, he said a new-born baby had almond eyes and a flat nose. It was the development of a bridge to the nose that saved Western people from almond eyes. As bearing out the contention that the Chinese were brave, Dr. Cantlie not merely cited instances of soldiers in the revolution leaving the hospitals before they were cured and soon reapparing in the hospitals from the firing line with more wounds, but spoke as well of his own experience in Hongkong in fighting the plague, when all the Chinese medical students volunteered to serve as assistants in the plague hospitals. The Chinese were a truly great people and had a great part to play in the world, for they had bravery, commercial instinct and diplomatic skill. Finally Dr. Cantlie declared his belief that Confucianism and Christianity could be blended to strengthen and develop the ideals of the nation.

A section of the audience evidently wanted the Chairman to indulge in comments on the present situation and he seemed tempted to comply, but at length said he had better not, declaring he was "a dangerous man to have on that platform." A vote of thanks to him, on the motion of Mr. Byron Brenan, was cordially passed and the meeting terminated.

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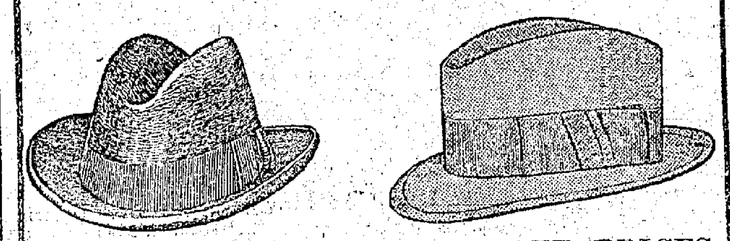

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WEATHER REPORT.

On the 24th at noon.—Pressure has increased slightly along the east coast of China, over N. Luzon and N. Annam. It is now decreasing slightly at Hongkong.

A depression is shown to the north-east of Hokkaido. The anti-cyclone is moving eastward. It is now central in the neighbourhood of Shanghai.

The monsoon will probably be interrupted to the north of Foochow, but remain strong to fresh over the N. China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

DISTRICT.	FORECAST.
Hongkong & Neighbourhood	N.E. winds, fresh; fair.
Formosa Channel	N.E. gale, moderating.
South coast of China between Hongkong and Lamocks	The same as No. 1.
South coast of China between Hongkong and Hainan	The same as No. 1.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, December 24TH

	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 2 p.m.
Barometer	30.23	30.29	30.21
Temperature	57	54	60
Humidity	73	77	57
Wind Direction	North	North	ENE
" Force	1	1	3
Weather	o	o	o
Rain	—	—	—

Highest open air Temperature on 23rd ...57
Lowest open air Temperature on 23rd ...53

HONGKONG TIDE TABLE.

From 25th to 31st December, 1913.

Days of Week	Days of Month	HIGH WATER H'kong. Mean Time	Height	LOW WATER H'kong. Mean Time	Height
		h. m.	ft. in.	h. m.	ft. in.
Thurs.	25	m 8 29	4 7	m 2 5	1 6
		7 18 n	7 6	0 52 a	5 7
Fri.	26	m 9 36	4 6	m 2 53	1 1
		7 55 n	8 0	1 25 a	5 8
Satur.	27	m 10 38	4 4	m 3 36	0 9
		8 33 n	8 2	1 53 a	3 9
Sun.	28	m 11 30	4 3	m 4 18	0 6
		9 11 n	8 2	2 32 a	3 8
Mon.	29	0 14 a	4 2	m 4 59	0 6
		9 48 a	8 1	3 8 a	3 8
Tues.	30	0 54 a	4 2	m 5 39	0 8
		10 25 a	7 8	3 47 a	3 8
Wed.	31	1 33 a	4 2	m 6 19	1 0
		11 2 a	7 3	4 30 a	3 9

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Reserve Fund £1,700,000
Reserve Liability of Proprietors £1,200,000

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CURRENT ACCOUNTS opened and FIXED DEPOSIT received for 1 year or shorter periods at rates which will be quoted on application.

A. S. HEWETT,
Acting Manager
Hongkong, 14th April, 1913. [133

THE YOKOHAMA SPECIE BANK, LIMITED.

Authorised Capital ... ... Yen 48,000,000
Paid-up Capital... ... ... " 30,000,000
Reserve Fund ... ... " 18,550,000

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Calcutta	London	San Francisco
Bombay	Los Angeles	Shanghai
Changchun	Lyons	Tiehling
Dairen (Dalny)	Nagasaki	Tientsin
Fengtien (Mukden)	Newchwang	Tokyo
Hankow	New York	
Harbin	Osaka	
Honolulu	Peking	
Kobe		

INTEREST ALLOWED ON CURRENT ACCOUNTS.
Deposits received for fixed periods at rates to be obtained on application.

EISHI ONO,
Manager.
Hongkong, 30th September, 1913. [464

THE MERCANTILE BANK OF INDIA, LIMITED.

Authorised Capital £1,500,000
Subscribed " 1,125,000
Paid-up " 562,500
Reserve Fund 115,000

BANKERS:
BANK OF ENGLAND,
and
LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Account at 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.

A. R. LINTON,
Manager.
Hongkong, 14th July, 1913. [878

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
INTEREST on deposits is allowed on the Minimum Monthly Balances at 3½ per cent. per annum.
Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
N. J. STABB,
Chief Manager.
Hongkong, 1st July, 1911. [19

NEDERLANDSCH-INDISCH HANDELSBANK.
(NETHERLANDS INDIA COMMERCIAL BANK.)

ESTABLISHED 1863.

Authorised Capital Fl. 30,000,000 (£2,500,000)
Paid-up Capital... Fl. 17,407,000 (£1,450,583)
Reserve Fund ..... Fl. 6,518,000 (£543,166)

HEAD OFFICE: AMSTERDAM.
HEAD AGENCY: BATAVIA

LONDON BANKERS:
THE WILLIAMS DEACONS BANK.
SWISS BANKVEREIN.

The Bank transacts every description of Banking and Exchange business, receives money on Current Account and on Fixed Deposit at rates which may be ascertained on application.

G. VERMEY, Manager,
No. 8, Des Vœux Road Central.
Hongkong, 3rd October, 1913. [21

BANKS

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Bombay.	Kobe.
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Canton.	Mexico.
Cebu.	Panama.
Colon.	Peking.
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CAPITAL AND SURPLUS Gold $7,200,000
equal £1,480,000
EVERY DESCRIPTION OF BANKING BUSINESS transacted.
CURRENT ACCOUNTS opened on the usual terms.
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COMMERCIAL LETTERS OF CREDIT issued.
PURCHASE and SALE of Stocks and Shares effected.
TRAVELLERS' CHECKS sold and cashed

GEORGE HOGG,
Manager.
9, Queen's Road,
Hongkong, 21st October, 1913. [1230

THE BANK OF TAIWAN, LIMITED.

(INCORPORATED BY SPECIAL IMPERIAL CHARTER).

Capital... ... ... Yen 10,000,000
Capital Subscribed (paid up) " 6,250,000
Reserve Fund ... ... " 2,620,000

HEAD OFFICE: TAIPEH, FORMOSA.

BRANCHES AND AGENCIES:

Amoy	Swatow	Taihan
Anping	Kobe	Tamsui
Canton	Nagasaki	Tokyo
Foochow	Osaka	Yokohama
Keelung	Shanghai	

HONGKONG OFFICE,
3, DES VŒUX ROAD.
Interest allowed on Current Accounts. Deposits received on terms which may be had on application.
K. TSUDZURABARA, Manager.
Hongkong, 1st May, 1913. [1272

HONGKONG AND SHANGHAI BANKING CORPORATION.

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Reserve Funds:—
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£1,500,000 at 2/- —$15,000,000
Silver... ... ... $17,450,000
$32,450,000
Reserve Liability of Proprietors $15,000,000

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N. J. STABB,
Chief Manager.
Hongkong, 13th October, 1913. [18

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WHISKY.
UNVARIED FOR OVER
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THE SAME TO-DAY AS IN
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A French Remedy for all Irregularities. Thousands of Ladies always keep a box of Martin's Pills in the house, so best on the first sign of any irregularity of the System a timely dose may be administered. Those who have recommend them, hence the great demand for sale. All Chemists and Stores sell them throughout the World, or post free 5/- MARTIN, Chemist, Southampton, Engl.
MARTIN'S
APIOL & STEEL PILLS
for Ladies
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Superior to Emulsions or Cod Liver oil.
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THERAPION price 2/9 leading Chemists. CURES
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LATEST STEAMER MOVEMENTS.

The I.G.M. str. *Prinz Eitel Friedrich*, which left here on the 26th November, arrived at Genoa on the 22nd December, at 4 p.m.

BLUE AND GREEN HAIR.

PARIS ABERRATION INSPIRED BY BALKAN WAR.

PARIS, November 22nd.

Some daring innovators have made an attempt during the past few days to launch the fashion of coloured wigs. Wigs, blue, rose, and green, have appeared in the theatre on the heads of would-be leaders of society, to the horror of authorised defenders of French taste. This aberration has been inspired by the Balkan war, which has momentarily popularised Bulgarian colours. The wearers of these eccentric perruques make the excuse that the tint of their borrowed locks assorts with that of their dresses. The chromatic hair is the pinnacle of the edifice.

Earlier in the year, fashion took another and less objectionable form in grey hair. Some actresses powdered their temples, and with the aid of puff and patches gave to their countenances the look of "grandes dames" of the eighteenth century. This premature blanching of the hair was not without charm; at least, it did no violence to the complexion. But the latest freak hair is obviously a challenge to flesh tones, or even to the "pierrette" face affected by some extremists. The grey hair fashion did not survive, still less is Paris likely to yield to the crude suggestion of blue or green hair. Presumably, it is not proposed to powder the face in harmony with the vivid wig. The result would be to people our racecourses and salons with nightmare creatures.

TANGO IN HIGH PLACES.

Artists protest in the name of beauty. It is hardly to be supposed that the fashion will have any vogue. This would be the crowning eccentricity to the cleft robes (providing a liberal display of limbs) and the advanced décolleté adopted by women of fashion. The Tango, I suppose, offers some justification for freedom of the legs—this Tango, which was nearly danced by Mlle. Eve Lavallière at the dinner of the Institute. The secret is now out. It would have been a sensational additional to M. Richepin's lecture. The latest dance has evidently made inroads amongst the Immortals. A weekly comic paper hints that even the Church is not immune.

A great effort is being made for official recognition. It is said that the Elysée is wavering. The Ministers, who give dances during the season, declare that they will "wait and see." Perhaps they will be influenced by the thought that the dance of the moment was danced by the Egyptians at Thebes 3,500 years ago! Is there not a piece of statuary at the British Museum to confirm it? Possibly the Tango drives Anatole France to Versailles. The veteran author of "L'Ile des Penguins" declares that he has given up Paris because Paris is given up to the motor-bus, to tramways, and to other noises and confusion. But, obviously, the Tango has its responsibility in the general topsy-turvy.

"NAKED" POETRY.

However, this may be, there is the school of Adamists—a literary development of Futurism. Young poets have decided to lay bare their soul, to become simple children of nature in their verse. Hence, they have adopted the names of our first father, who was innocent of clothes until he ceased to be innocent of guile. These architects in a new phraseology will write their "naked" impressions of life in a Futurist terminology invented by M. Marinetti, the high priest of the movement. There is a certain fitness in green and rose-coloured hair as an appendage to the Adamist poetry.

It seems hopelessly old-fashioned to talk of marriage and of giving in marriage. But even this time-honoured institution is feeling the influence of the times. A writer in one of the morning papers started an informal marriage agency and succeeded in bringing together, by means of correspondence, fifteen hundred people anxious to find a husband or a wife. Though he had invited no confidences, those made spontaneously point to the triumphant success of the experiment.

FEMININE PROPOSALS.

Several women, however, complain of the backwardness of the other sex. They have not written, so nothing has come of the endeavour to fit each side with a partner in life. Whereupon the journalist who has organized the tourney asks:—"What is there ridiculous or immodest in a woman writing first to a man whom she knows has decided to marry?" This is a new view, at least, for France. But, adds the writer, manners are "sufficiently Americanised" to render it unexceptional.—*Pall Mall Gazette.*

RUBBER COMPANIES.

SEMBILAN ESTATES COMPANY.—The report for the year ended July 31 last states that the net profit, including £464 brought forward, amounted to £8,599. The directors propose to pay a final dividend of 3 per cent., less tax, making 6 per cent. for the year, upon both classes of shares, and the transfer to reserve account of £2,000, leaving to be carried forward £1,799. The rubber crop for the year exceeded the manager's estimate by 24,706lb., and amounted to 216,706lb., which realized an average price of 2s. 10½d. per lb., after deducting freight, landing, and all sale charges. The estimate for the current year, ending July 31, 1914, is 250,000lb. The directors propose to obtain authority to issue 8,000 Preference shares, and to offer them to the shareholders at par.

UNITED SERDANG (SUMATRA) RUBBER PLANTATIONS.—The report for the year ended August 31 states that the crop of rubber harvested amounted to 1,185,234lb. against an estimate of 821,000lb., and a previous year's total of 554,379lb. The crop realized a gross average of 6.67d. per lb., against an "all in" cost of 1s. 7.95d. per lb. The estimated crop for the current year is 1,720,000lb., at an estimated cost of 11.19d. per lb., f.o.b. (exclusive of depreciation, bonuses to staff, and coolie engagement expenses). The net profit was £112,813, to which is added the £5,712 brought forward. The interim dividend of 15 per cent. paid in June absorbed £33,052, and the directors propose to place £25,000 to reserve account, and to pay a final dividend at the rate of 20 per cent., which absorbs £44,138, leaving £16,336 to carry forward. A year ago the total dividend was at the same rate.

SINGAPORE UNITED RUBBER PLANTATIONS.—The report for the year ended June 30th states that the output of dry rubber amounted to 166,176lb., and was produced at a cost of 1s. 7.9d. per lb., f.o.b. Singapore, and sold in London at an average gross price of 3s. 9d. per lb., and a net price of 3s. 5.44d. per lb. The number of acres planted at June 30th was 3,951, containing approximately 800,000 trees, of which about 170,000 were being tapped. The proceeds of rubber, including rubber in transit and on hand at the close of the year, amounted to £28,344, to which must be added sundry receipts in Singapore, £690, and interest and transfer fees, £827, giving a total revenue of £29,862. After deducting revenue expenditure and a proportion of general expenditure in Singapore and of London expenditure, and appropriating £787 for depreciation of buildings and machinery and £286 commission due to the late manager, there remains a profit of £14,247. With the amount brought forward from the previous year there is a disposable balance of £15,963. The directors have appropriated £4,000 to write off the balance of the preliminary expenses, underwriting, and brokerage, and, in view of the low prices of rubber and the future financial requirements of the company, they propose to carry forward the balance—viz., £11,963.

JAVA-CHINA JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIPANAS...	JAVA	Second half of December.	JAPAN	Second half of December.
TJIMANOEK	JAVA	Second half of December.	SHANGHAI	First half of January.
TJIBODAS...	SHANNHAI	First half of January.	JAVA	First half of January.
TJIMAHI ...	JAVA	Second half of January.	JAVA	Second half of January.
TJITAROEM	JAVA	Second half of January.	SHANGHAI	Second half of January.
TJILIWONG	JAVA	First half of February.	JAPAN	First half of February.
TJILATJAP..	JAVA	First half of February.	JAPAN	First half of February.
TJIKINI ...	JAVA	Second half of February.	SHANGHAI	Second half of February.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.
For Particulars of Freight and Passage, apply to the
JAVA-CHINA-JAPAN LIJN.
York Buildings, 1st Floor. Telephone No. 375.
Hongkong, 25th December, 1913. [16

VESSELS EXPECTED.

THE AMERICAN MAIL.

The P.M. str. *Manchuria* left Yokohama on the 16th December, between 2 and 4 p.m., via Manila. The United States mails have been transferred to the C.P.R. str. *Empress of Russia*, which is scheduled to arrive here on the 25th December.

The P.M. *Nile* sailed from Yokohama for Hongkong via Manila on the 24th December. The mail from the United States has been transferred to the E.A. str. *Eastern*, which company's representatives in Hongkong advise us is scheduled to arrive in Hongkong on the 31st December.

THE AUSTRALIAN MAIL.

The I.G.M. str. *Prinz Sigismund* left Sydney on the 13th December, at 11 a.m., and may be expected here on or about the 5th January.

The E. & A. *Aldenham* left Sydney for this port on the 17th December, and may be expected to arrive here on or about 10th January.

THE CANADIAN MAIL.

The C.P.R. str. *Empress of Russia* left Shanghai on the 22nd December, at 3 p.m., and is due to arrive at Hongkong on the 25th December, at 8 a.m.

THE GERMAN MAIL.

The I.G.M. str. *Luetzow*, carrying the German mails, with dates from Berlin of the 26th November, left Singapore on the 20th December, at 6 p.m., and may be expected here on or about the 25th December, at daylight.

MERCHANT STEAMERS.

The N.Y.K. str. *Hakata Maru* (Calcutta Line) left Yokohama for this port via ports on the 13th December, and is expected here on the 25th December.

The I.G.M. str. *Coblenz* left Kuchinotsu on the 21st December, at 2 a.m., and may be expected here on or about the 25th December, at daylight.

The Mogul Line str. *Lennox*, from United Kingdom, left Singapore on the 18th December, and is therefore due here on or about the 25th December.

The H.A.L. str. *Altmark* left Shanghai on the 22nd December, a.m., and may be expected here on or about the 25th December, a.m.

The German str. *Borneo* left Sandakan on the 19th December, p.m., and may be expected here on or about the 26th December, at noon.

The N.Y.K. str. *Rangoon Maru* (Bombay Line) left Kobe for this port via Moji on the 19th December, and is expected here on the 26th December.

The str. *Dunera*, from Yokohama and Kobe, left Moji on the 22nd December, a.m., and may be expected here on or about the 26th December, a.m.

The P. & O. str. *Nankin* left Singapore for this port on the 21st December, at 4 p.m., and is due here on the 27th December, at about 6 a.m.

The N.Y.K. str. *Atsuta Maru* (European Line) left Yokohama for this port via ports on the 17th December, and is expected here on the 29th December.

The Danish str. *Tranquebar* left Port Said on the 5th December, and may be expected here on or about 31st December.

The N.Y.K. str. *Kitano Maru* (European Line) left London for this port via ports on the 22nd November, and is expected here on the 31st December.

The N.Y.K. str. *Kirin Maru* (Calcutta Line) left Calcutta for this port via ports on the 12th December, and is expected here on the 1st January.

The N.Y.K. str. *Inaba Maru* (Bombay Line) left Bombay for this port on the 15th December, and is expected here on the 2nd January.

The N.Y.K. str. *Awa Maru* (American Line) left Seattle for this port via ports on the 6th December, and is expected here on the 5th January.

The N.Y.K. str. *Iyo Maru* (European Line) left London for this port via ports on the 6th December, and is expected here on the 14th January.

INDO-CHINA STEAM NAVIGATION CO., LTD.

Kingsing, from Dalny, is due in Hongkong 26th December.

SHIRE LINE, LIMITED.

Monmouthshire, from London, passed the Canal on the 25th November, and is due in Hongkong 30th December.

Den of Glamis, from Seattle, is due in Hongkong 2nd January.

Solveig, from Seattle, is due in Hongkong 3rd January.

Vennachar, from Tacoma, is due in Hongkong 26th January.

Glenroy, passed the Canal, and is due in Hongkong 12th January.

INDRA LINE, LIMITED.

Indrakula, from Japan, is due in Hongkong 7th January.

NOTICES TO CONSIGNEES

FROM EUROPE.

THE H.A.L. Steamship

"SILESIA,"

Capt. H. Christiansen, having arrived, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Hongkong and/or Kowloon, whence delivery may be obtained against Bills-of-Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given TO-DAY.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 29th inst. will be subject to rent.

All broken, chafed, and damaged Goods must be left in the Godowns, where they will be examined on the 29th inst., at 9.30 A.M.

No Fire Insurance will be effected by us in any case whatever.

This Steamer brings on Cargo:
Ex S.S. "Frans" from Abus.
Ex S.S. "Kong Ring" from Christiania.
Ex S.S. "Lisboa" from Setubal.
Ex S.S. "Göteborg" from Göteborg.

HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 23rd December, 1913. [1475

"SHIRE" LINE OF STEAMERS, LTD.

NOTICE TO CONSIGNEES.

FROM EUROPE, COLOMBO AND STRAITS.

THE Steamship

"MERIONETHSHIRE,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

Goods not cleared by the 30th Dec. at 6 P.M. will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined on the 30th Dec. at 9 A.M. Claims against the Steamer must be presented within 10 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by
JARDINE, MATHESON & Co., LTD.,
Agents.
Hongkong, 23rd December, 1913. [49

NOTICE TO CONSIGNEES.

P.M. S.S. "CHINA,"

FROM SAN FRANCISCO VIA JAPAN PORTS AND MANILA.

THE above-mentioned Vessel having arrived, Consignees of Cargo are hereby notified to send in their Bills-of-Lading for countersignature and take immediate delivery of Cargo from the Company's Godown at West Point. All Cargo will be landed immediately at Consignees' risk and expense.

Cargo undelivered by FRIDAY, the 26th Dec., at Noon, will be subject to landing charges.

Cargo remaining undelivered TUESDAY, 6th Jan., at NOON, in addition to landing charges, will be subject to storage charges.

No Fire Insurance whatever will be effected.

All chafed and otherwise damaged Cargo will be examined at the above Company's Godown MONDAY, 5th Jan., at 10 A.M.

No Claims will be entertained unless accompanied by short delivery note or list of exceptions taken at the time of delivery to Consignees and signed for and on behalf of the Pacific Mail S.S. Co.

All Claims must be filed on or before 23rd Jan., otherwise they will not be recognized.

R. C. MORTON,
Agent.
Hongkong, 23rd December, 1913. [32

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"HIMALAYA,"

Arrived Hongkong on 18th December, 1913, FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed AT THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

This vessel brings on Cargo:—
From London, &c., ex S.S. "Mooltan."
From Persian Gulf, ex ss. B. I. S. N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared within 8 days including date of arrival will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD and DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,
Superintendent.
Hongkong, 18th December, 1913. [1

AMERICAN AND MANCHURIAN LINE.

NOTICE TO CONSIGNEES.

FROM NEW YORK AND COLOMBO.

THE Steamship

"KANDAHAR,"

Captain W. Keasley, having arrived from the above Port, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on MONDAY, the 29th inst., at 10 A.M.

All Claims must be presented within FIFTEEN DAYS of the Steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 29th inst. will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
SHEWAN, TOMES & Co.,
General Agents.
Hongkong, 21st December, 1913. [1463

SWEDISH EAST ASIATIC CO., LTD., GOTHENBURG.

NOTICE TO CONSIGNEES.

THE Steamship

"CEYLON,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignee before NOON TO-DAY requesting it to be landed here.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 26th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 27th inst., at 9.30 A.M.

All Claims must reach us before the 31st inst., or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

ARTHUR NILSSON & Co.,
Agents.
Hongkong, 19th December, 1913. [40

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENLAWERS,"

FROM ANTWERP, MIDDLESBRO', LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 26th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 31st inst., or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 26th inst., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 19th December, 1913. [1455

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES

The Steamship "GHAZEE."

FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of Holt's Wharf at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 27th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 24th inst., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 27th inst., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
DODWELL & Co., LTD.,
Agents.
Hongkong, 20th December, 1913. [1464

SHIPPING IN PORT.

STEAMERS.

AIKOKU MARU, Japanese str., 2,406, Yoshiwara, 20th December—Miike 14th December, Coal.—Mitsui Bussan Kaisha.

ANHUI, British str., 1,356, J. B. Harris, 22nd December — Shanghai 18th December, General.—Butterfield & Swire.

BUFFALO, German str., 4,090, C. Jenssen, 22nd December—San Francisco, Case Oil.—Standard Oil Co.

CALCHAS, British str., 4,844, R. Jones, 20th December—Shanghai 17th December, General.—Butterfield & Swire.

CHEONGSHING, British str., 1,989, Liddell, 19th December—Wei-hai-wei 14th Dec., General—Jardine, Matheson & Co.

CHINA, American str., 3,186, H. Thompson, 23rd December—San Francisco 22nd November, Mail and General.—Pacific Mail S.S. Co.

DAGNY, Norwegian str., 882, P. Solvesen, 22nd December—Bangkok 13th December, Rice.—Aagaard, Thoresen & Co.

DINGWALL, British str., —, E. Jones, 19th December—Bangkok 9th December, Rice.—A. Bune & Co.

DRUFAR, Norwegian str., 1,102, J. Bing, 22nd December—Swatow 21st December, General.—China-Siam S.N. Co.

FAUSANG, British str., 1,014, Malkins, 21st December—Paruruan 12th December, Sugar.—Jardine, Matheson & Co.

FUKUI MARU, Japanese str., 3,087, C. Tominaka, 20th December—Moji 14th December, Coal.—Mitsui Bussan Kaisha.

HONGKONG, French str., 710, Marquerite, 20th December—Hoihow 19th December, General.—A. R. Marty.

HUICHOW, British str., 1,220, Hooker, 19th Dec.—Shanghai 16th December, General—Butterfield & Swire.

HUPEH, British str., 1,265, Tucker, 20th December—Hongay 17th December, Coal.—Butterfield & Swire.

KANDAHAR, British str., 4,153, W. Keasley, 21st December—New York 1st November, General.—Shewan, Tomes & Co.

KALGAN, British str., 1,034, ——, 21st December—Tientsin 15th December, General.—Butterfield & Swire.

KEONGWAI, German str., 1,115, Petersen, 22nd December—Swatow 21st December, Rice.—Butterfield & Swire.

KIUKIANG, British str., 1,228, Robertson, 22nd December—Hongay 19th December, Coal.—Butterfield & Swire.

KWANGLEE, Chinese str., 1,489, McArthur, 22nd December — Shanghai 19th December, General.—Chinese.

LYEEMOON, German str., 1,238, Sach, 23rd December—Saigon 18th December, Rice.—Chinese.

MERIONETHSHIRE, British str., 3,468, W. H. Lanceon, 23rd December—London 31st December, General.—Jardine, Matheson & Co.

NINGCHOW, British str., 3,836, F. W. Cullum, 22nd December—Liverpool 9th December, General.—Butterfield & Swire.

ONSANG, British str., 1,787, Picknell, 22nd December—Pasoloeran 11th December, Sugar.—Jardine, Matheson & Co.

OPLAND, Norwegian str., 843, A. Eriksen, 22nd December—Saigon 15th December, Rice.—Aagaard, Thoresen & Co.

PHEUMPENH, British str., 1,065, Bird, 22nd December—Saigon 17th December, Rice.—Chinese.

RAJABURI, German str., 1,189, C. Wolff, 22nd December—Bangkok 13th December, Rice.—Butterfield & Swire.

SEATTLE MARU, Japanese str., 3,832, T. Saitow, 21st December—Manila 18th December, General.—Osaka Shosen Kaisha.

SETUN, Norwegian str., 865, Horbrender, 23rd December—Bangkok 14th December, Rice.—Chinese.

SOSHU MARU, Japanese str., 1,119, K. Tashiro, 21st December—Swatow 20th December, General.—Osaka Shosen Kaisha.

TAISHUN, Chinese str., 1,216, R. G. Paramoro, 20th December—Chefoo 15th December, General.—Chinese.

TAIZAN MARU, Japanese str., 2,213, Goda, 20th December—Dairen 14th December, Coal.—Mitsui Bussan Kaisha.

TAMBOV, Russian str., 2,516, Alexaieff, 20th December—Shanghai 17th December, General.—Russian Volunteer Fleet.

TATONTSE, French str., 691, Grolhon, 21st December—Honkohe 15th December, Salt.—A. Bune & Co.

TJIBODAS, Dutch str., 4,600, E. R. Kroes, 21st December—Macassar 12th December, Sugar.—Java-China Japan Lijn.

TSINTAU, German str., 1,002, J. Heyenya, 21st December—Bangkok 12th December, Rice.—Butterfield & Swire.

UNKAI MARU No. 4, Japanese str., 3,145, Y. Tanaka, 23rd December—Java 10th December, Sugar.—Order.

VOLUTE, British str., 2,593, J. Mowat, 21st December—Balik Papan 10th December, Bulk Oil.—Asiatic Petroleum Co.

WINGSANG, British str., 1,567, T. W. Lishman, 22nd December—Hongay 20th December, Coal.—Jardine, Matheson & Co.

YATSHING, British str., 2,283, Anderson, 22nd December — Singapore 12th December, General.—Jardine, Matheson & Co.

YOKOHAMA MARU, Japanese str., 4,010, S. Wada, 22nd December—Shanghai 19th December, General.—Nippon Yusen Kaisha.

YUENSANG, British str., 1,123, P. H. Rolfe, 23rd December—Manila 20th December, General.—Jardine, Matheson & Co.

報 新 外 中 港 香

CHUNG NGOI SAN PO
(Chinese *Daily Press*),

PUBLISHED DAILY,
Is the oldest and still immeasurably the best Advertising medium among the Native Community.
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Documents translated from or into Classical or Colloquial Chinese.

CHURCH SERVICES.

ST. JOHN'S CATHEDRAL, Hongkong. Christmas Day, 1913, Matins, 11 a.m. Responses, Festal; Venite, Crotch; Psalms, Special Chants; Te Deum, Oakley in F.; Jubilate, Ayrton in E.; Anthem, "Arise, shine," Elvey. Holy Communion (11.45 a.m.), Kyrie, Stanford in B flat; Hymns, 60, 62 and 59. *N.B.*—Psalm 19, verses 1, 7, 12, 15 in unison; Psalm 45, verses 1, 4, 7, 11, 18 in unison; Psalm 8, verses 4, 7, 13 in unison.

UNION CHURCH, Kennedy Road. Thursday, December 25th. Service on Christmas Day, at 10 a.m.; Hymns, 3, 28, 529, and 29, Preacher, Rev. J. Kirk Maconachie.

VESSELS ON THE BERTH

REGULAR STEAMSHIP SERVICE.

(WITH LIBERTY TO CALL AT THE MALABAR COAST.)

PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON AND NEW YORK.

S.S. "SAINT PATRICK"
On or about 27th Dec.

For Freight and further information, apply to—

DODWELL & Co., LTD.,
Agents.

Hongkong, 16th December, 1913. [1398

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICA PORTS.

THE Steamship

"HIMALAYA,"

Captain H. G. Evans, R.N.R., carrying His Majesty's Mails, will be despatched from this port for BOMBAY, on SATURDAY, the 3rd January, 1914, at NOON, taking Passengers and Cargo for the above Ports, in connection with the Co.'s S.S. "MALWA," from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables and Tea and Cargo for France and London (under arrangement) will be transhipped at Colombo into the Mail Steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay and transhipped to S.S. "ARABIA," due in London on the 14th February, 1914.

Parcels will be received at the Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to
E. A. HEWETT,
Superintendent.

Hongkong, 22nd December, 1913. [1

THE "INDRA" LINE, LIMITED

FOR NEW YORK
(With liberty to call at Malabar Coast).

THE Steamship

"INDRAKUALA,"

Captain A. H. Smith, will be despatched as above on 10th January, 1914.

This Steamer has superior accommodation for a limited number of First Class Passengers.

For freight or passage, apply to
JARDINE, MATHESON & Co., LTD.,
Agents.

Telephone No. 215, Sub. Ex. No. 9.
Hongkong, 25th December, 1913. [1417

GLEN LINE (McGREGOR, GOW & CO.), LTD.

FOR MARSEILLES, LONDON ROTTERDAM AND ANTWERP.

THE Steamship

"GLENSTRAE,"

Captain Jas. McGillivray, will be despatched for the above Ports on or about 11th January, 1914.

For freight or passage, apply to
SHEWAN, TOMES & Co.,
Agents.

Hongkong, 17th December, 1913. [1442

THE AMERICAN AND ORIENTAL LINE.

FOR BOSTON AND NEW YORK VIA SUEZ CANAL.
(With liberty to call at the Malabar Coast.)

THE Steamship

"SHIRLEY,"

Captain Hopley, will be despatched as above on SATURDAY, the 17th January, 1914.

For Freight and passage, apply to
ARNHOLD, KARBERG & Co.,
General Agents.

Hongkong, 17th December, 1913. [1443

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAMES.	FLAG & RIG	BERTH.	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, ROTTERDAM & ANTWERP	DEN OF GLAMIS	Brit. str.	—		JARDINE, MATHESON & Co., LD	On 2nd Jan.
LONDON VIA USUAL PORTS OF CALL	DELTA	Brit. str.	—	W. R. Le Mare, R.N.R.	P. & O. S. N. Co.	On 3rd Jan., at Noon.
LONDON & ANTWERP VIA SINGAPORE, &C.	SIMLA	Brit. str.	—	G. Philipps	P. & O. S. N. Co.	About 7th Jan.
MARSEILLES, ROTTERDAM & HAMBURG, &c.	FUERST BUELOW	Ger. str.	k. w.	Jäger	HAMBURG-AMERIKA LINIE	On 29th inst.
MARSEILLES VIA SAIGON, S'PORE, COLOMBO, PORT SAID	POLYNESIEN	Fren. str.	—	Lassince	MESSAGERIES MARITIMES	On 30th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &C	ATSUTA MARU	Jap. str.	—	J. Nagano	NIPPON YUSEN KAISHA	On 31st inst., at D'light.
MARSEILLES, HAVRE & HAMBURG, &c.	C. FERD. LAEISZ	Ger. str.	k. w.	Geissel	HAMBURG-AMERIKA LINIE	On 2nd Jan.
MARSEILLES, LONDON, ROTTERDAM & ANTWERP	GLENSTRAE	Brit. str.	—	Jas. McGillivray	SHEWAN, TOMES & Co.	About 11th Jan.
MARSEILLES, BREMEN & HAMBURG, &c.	EMDEN	Ger. str.	k. w.	Kotzte	HAMBURG-AMERIKA LINIE	On 13th Jan.
MARSEILLES, DUNKIRK, A'WERP, R'DAM & BREMEN &C.	MARK	Ger. str.	—		MELCHERS & Co.	Middle of Mar.
HAVRE, BREMEN & HAMBURG, &c	ALTMARK	Ger. str.	k. w.	Knaisel	HAMBURG-AMERIKA LINIE	To-day.
ROTTERDAM, ANTWERP & HAMBURG, &c.	GOLDENFELS	Ger. str.	k. w.	Diedrichsen	HAMBURG-AMERIKA LINIE	On 13th Jan.
COPENHAGEN, GOTHENBURG & BALTIC PORTS	CEYLON	Swed. str.	—		ARTHUR NILSSON & Co.	About 15th Jan.
VICTORIA, B.C., & TACOMA VIA TAPAN, &c.	SEATTLE MARU	Jap. str.	—	T. Saito	OSAKA SHOSEN KAISHA	To-day, at 1 P.M.
VICTORIA, VANCOUVER, SEATTLE, TACOMA & P'LAND	WORCESTERSHIRE	Brit. str.	—		JARDINE, MATHESON & Co., LD.	On 27th inst.
VICTORIA, B.C., & SEATTLE VIA SHANGHAI, &C	YOKOHAMA MARU	Jap. str.	—	S. Wada	NIPPON YUSEN KAISHA	On 30th inst., at Noon.
VICTORIA, B.C., & TACOMA VIA SHANGHAI, &C	MEXICO MARU	Jap. str.	—	N. Kobayashi	OSAKA SHOSEN KAISHA	On 7th Jan., at 1 P.M.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON	BUELOW	Ger. str.	—	C. Nahrath	MELCHERS & Co.	On 7th Jan., at 10 A.M.
TRIESTE, FIUME, VENICE VIA SINGAPORE, &C.	E. F. FERINDAND	Aus. str.	—		SANDER, WIELER & Co.	About 31st inst.
TRIESTE, via SINGAPORE, PENANG, COLOMBO, &C.	KOERBER	Aus. str.	—		SANDER, WIELER & Co.	On 15th Jan., at 4 P.M.
NEW YORK	INDRAKUALA	Brit. str.	—	A. H. Smith	JARDINE, MATHESON & Co., LD.	On 10th Jan.
BOSTON & NEW YORK	SAINT PATRICK	Brit. str.	—		DODWELL & Co. LTD.	About 27th inst.
BOSTON & NEW YORK VIA PORTS & SUEZ CANAL	SHIRLEY	Am. str.	—	Hopley	ARNHOLD, KARBERG & Co.	On 17th Jan.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	EMPRESS OF RUSSIAN	Brit. str.	2 m.		CANADIAN PACIFIC R. Co.	On 1st Jan., at Noon.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	MONTEAGLE	Brit. str.	2 m.	F. L. Davison	CANADIAN PACIFIC R. Co.	On 15th Jan., at Noon.
VANCOUVER, SEATTLE and/or TACOMA & P'LAND. (Or.)	BELGRAVIA	Ger. str.	k. w.	Meisner	HAMBURG-AMERIKA LINIE	On 16th Jan.
SAN FRANCISCO VIA MANILA & JAPAN, &c.	CHINA	Am. str.	—	H. Thompson	PACIFIC MAIL S.S. Co.	On 30th inst., at Noon.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	MANCHUELIA	Am. str.	—	A. Dixon	PACIFIC MAIL S.S. Co.	On 6th Jan., at 1 P.M.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	NIPPON MARU	Jap. str.	—	A. G. Stevens	TOYO KISEN KAISHA	On 14th Jan., at Noon.
SAN FRANCISCO	INDRASAMHA	Brit. str.	—	J. P. Jones	JARDINE, MATHESON & Co., LD.	Middle of Jan.
FREMANTLE, WEST AUSTRALIA	MAUSANG	Brit. str.	—		GILMAN & Co.	About 10th Jan
AUSTRALIAN PORTS VIA MANILA	COBLENZ	Ger. str.	—	L. Klugkist	MELCHERS & Co.	On 27th inst., at 9 A.M.
AUSTRALIAN PORTS VIA MANILA	EASTERN	Brit. str.	—		GIBB, LIVINGSTON & Co.	On 2nd Jan., at 10 A.M.
AUSTRALIAN PORTS VIA MANILA	TANGO MARU	Jap. str.	—	Sekine	NIPPON YUSEN KAISHA	On 14th Jan., at Noon.
JAPAN	TSIPANAS	Brit. str.	—		JAVA-CHINA-JAPAN LIJN	Quick despatch
YOKOHAMA & KOBE via SHANGHAI	CHINA	Aus. str.	—		SANDER, WIELER & Co.	About 30th inst.
KOBE & YOKOHAMA	KITANO MARU	Jap. str.	—	F. E. Cope	NIPPON YUSEN KAISHA	On 1st Jan., at D'light.
KOBE	PRINZ SIGISMUND	Ger. str.	—	A. Hurtzig	MELCHERS & Co.	About 6th Jan.
NAGASAKI, KOBE & YOKOHAMA	NIKKO MARU	Jap. str.	—	R. Takeda	NIPPON YUSEN KAISHA	On 14th Jan., at 11 A.M.
TSINGTYU, WEIHAIWEI, CHEFOO DYLNY & CHINWNTO	CHEONGSHING	Brit. str.	—	V. Liddell	JARDINE, MATHESON & Co., LD.	On 2nd Jan., at Noon.
SHANGHAI	HUICHOW	Brit. str.	1 m.	G. Hooker	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	LUETZOW	Ger. str.	—	H. Textor	MELCHERS & Co.	About 25th inst.
SHANGHAI & TSINGTAU	KANCHOW	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 27th inst., at M'night
SHANGHAI, KOBE & MOJI	ARRATOON APCAR	Brit. str.	—	Walker	DAVID SASSOON & Co., LTD.	On 27th inst.
SHANGHAI, MOJI, KOBE & YOKOHAMA	NANKIN	Brit. str.	—	Owen Jones, R.N.R.	P. & O. S. N. Co.	About 27th inst.
SHANGHAI	WOSANG	Brit. str.	—		JARDINE, MATHESON & Co., LD.	On 28th inst., at D'light.
SHANGHAI, KOBE & YOKOHAMA	DUNBEA	Fren. str.	—		MESSAGERIES MARITIMES	On 24th inst.
SHANGHAI	WINGSANG	Brit. str.	—	J. H. Lishman	JARDINE, MATHESON & Co., LD.	On 30th inst., at D'light.
SHANGHAI	KWONGSANG	Brit. str.	—	W. F. Bichard	JARDINE, MATHESON & Co., LD.	On 30th inst., at D'light.
SHANGHAI	SHAOHSING	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 30th inst., at Noon.
SHANGHAI, KOBE & YOKOHAMA	PREUSSEN	Ger. str.	k. w.	Bahle	HAMBURG-AMERIKA LINIE	On 31st inst.
SHANGHAI	LUCHOW	Brit. str.	1 m.	J. Meathrel	BUTTERFIELD & SWIRE	On 1st Jan., at 4 P.M.
SHANGHAI	KINGSING	Brit. str.	—	H. G. M. Walker	JARDINE, MATHESON & Co., LD.	On 2nd Jan., at D'light.
SHANGHAI	KOERBER	Aus. str.	—		SANDER, WEILER & Co.	On 2nd Jan., at 6 A.M.
SHANGHAI	EGYPT	Brit. str.	—	F. R. Summers	P. & O. S. N. Co.	About 2nd Jan.
SHANGHAI & TSINGTAU	CHENAN	Brit. str.	1 m.	L. Jones	BUTTERFIELD & SWIRE	On 3rd Jan., at M'night.
SHANGHAI, MOJI & KOBE	INABA MARU	Jap. str.	—	S. Tominaga	NIPPON YUSEN KAISHA	On 3rd Jan.
SHANGHAI, KOBE & YOKOHAMA	KIRIN MARU	Jap. str.	—	Nakamura	NIPPON YUSEN KAISHA	On 3rd Jan.
SHANGHAI	KOONSHING	Brit. str.	—	Wright	JARDINE, MATHESON & Co., LD.	On 4th Jan., at D'light.
SHANGHAI	TJIMANOEK	Dut. str.	—		JAVA-CHINA-JAPAN LIJN	Quick despatch.
ANPING & TAKAO VIA SWATOW & AMOY	SOSHU MARU	Jap. str.	—	K. Tashira	OSAKA SHOSEN KAISHA	To-day, at 8 A.M.
FOOCHOW VIA SWATOW & AMOY	KAIJO MARU	Jap. str.	—	Y. Yamamoto	OSAKA SHOSEN KAISHA	On 31st inst., at Noon.
TAMSUI VIA SWATOW & AMOY	DAIJIN MARU	Jap. str.	—	K. Murakami	OSAKA SHOSEN KAISHA	On 28th inst., at 10 A.M.
SWATOW, AMOY & SHANGHAI	CHANGCHOW	Brit. str.	1 m.	H. Trowbridge	BUTTERFIELD & SWIRE	To-day, at Noon.
SWATOW, AMOY & FOOCHOW	HAITAN	Brit. str.	2 h.	J. S. Roach	DOUGLAS LAPRAIK & Co.	To-morrow, at 11 A.M.
SWATOW, AMOY & FOOCHOW	HAICHING	Brit. str.	2 h.	W. C. Passmore	DOUGLAS LAPRAIK & Co.	On 3 th inst., at 11 A.M.
SWATOW, AMOY & FOOCHOW	HAIYANG	Brit. str.	2 h.	A. E. Hodgins	DOUGLAS LAPRAIK & Co.	On 2nd Jan., at 11 A.M.
MANILA	YUENSANG	Brit. str.	—	P. H. Rolfe	JARDINE, MATHESON & Co., LD.	On 27th inst., at 2 P.M.
MANILA, CEBU & ILOILO	SUNGKIANG	Brit. str.	1 m.	H. Mathias	BUTTERFIELD & SWIRE	On 30th inst., at 4 P.M.
MANILA, MANGARIN, CEBU & ILOILO	ZAFIRO	Am. str.	—	F. S. McMurray	SHEWAN, TOMES & Co	On 2nd Jan., at 4 P.M.
MANILA	LOONGSANG	Brit. str.	—	W. G. G. Leask	JARDINE, MATHESON & Co., LD.	On 3rd Jan., at 2 P.M.
MANILA, MANGARIN, CEBU & ILOILO	RUBI	Am. str.	—	J. Miller	SHEWAN, TOMES & Co.	On 12th Jan., at 4 P.M.
BATAVIA, CHERIBON, SAMARANG, &c	TJIBODAS	Dut. str.	—		JAVA-CHINA-JAPAN LIJN	Quick despatch
BOMBAY via S'PORE, PORT S'HAM, PENANG & COLOMBO	JAVA MARU	Jap. str.	—	K. Hori	OSAKA SHOSEN KAISHA	On 5th Jan., at 4 P.M.
BOMBAY VIA SINGAPORE & COLOMBO	RANGOON MARU	Jap. str.	—	Date	NIPPON YUSEN KAISHA	On 27th inst.
SINGAPORE, PENANG, RANGOON & CALCUTTA	HAKATA MARU	Jap. str.	—	H. Nomura	NIPPON YUSEN KAISHA	On 27th inst.
SINGAPORE, PENANG, & CALCUTTA	GREGORY APCAR	Brit. str.	—	J. E. Drake	DAVID SASSOON Co., LTD.	On 28th inst., at Noon.
JESSELTON, KUDAT & SANDAKAN	BORNEO	Ger. str.	—	J. Koehler	MELCHERS & Co.	On 3rd Jan.
PAKHOI & HAIPHONG	KAIFONG	Brit. str.	1 m.	H. Mathias	BUTTERFIELD & SWIRE	On 31st inst., at 10 A.M.

CANADIAN PACIFIC

ROYAL MAIL STEAMSHIP LINE

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE VIA CANADA AND THE UNITED STATES.

INTENDED SAILINGS FOR 1913.—SUBJECT TO CHANGE WITHOUT NOTICE.

NOTE.—The only fixed dates are departures from LIVERPOOL and HONGKONG. All other dates are approximate only.

To VANCOUVER

STEAMERS	Hongkong	S'hai *Woosung*	Nagasaki	Kobe	Yokohama	Vancouver
	Leave	Leave	Leave	Leave	Leave	Arrive
EMPRESS OF RUSSIA	Thurs. 1 Jan.	4 Jan.	5 Jan.	7 Jan.	9 Jan.	18 Jan.
MONTEAGLE	Thurs. 15 Jan.	18 Jan.	Moji 20 Jan. N'saki	22 Jan.	25 Jan.	8 Feb.
EMPRESS OF INDIA	Thurs. 5 Feb.	8 Feb.	10 Feb.	12 Feb.	14 Feb.	26 Feb.
EMPRESS OF ASIA	Thurs. 19 Feb.	22 Feb.	23 Feb.	25 Feb.	27 Feb.	8 Mar.
EMPRESS OF JAPAN	Thurs. 5 Mar.	8 Mar.	10 Mar.	12 Mar.	14 Mar.	26 Mar.

To L'POOL

St. John N.B.	Liverpool
Leave	Arrive
24 Jan.	31 Jan.
14 Feb.	21 Feb.
4 Mar.	11 Mar.
14 Mar.	21 Mar.
1 Apr.	8 Apr.

From L'POOL

Liverpool	St. John, N.B.
Leave	Arrive
—	—
6 Dec.	13 Dec.
20 Dec.	27 Dec.
3 Jan.	10 Jan.

From VANCOUVER

STEAMERS	Vancouver	Yokohama	Kobe	Nagasaki	S'hai *Woosung*	Hongkong
	Leave	Arrive	Arrive	Arrive	Arrive	Arrive
MONTEAGLE	11 Dec.	27 Dec.	30 Dec.	Moji 1 Jan. N'saki 4 Jan.	4 Jan.	7 Jan.
EMPRESS OF INDIA	18 Dec.	1 Jan.	2 Jan.	4 Jan.	6 Jan.	9 Jan.
EMPRESS OF ASIA	1 Jan.	12 Jan.	13 Jan.	15 Jan.	17 Jan.	20 Jan.
EMPRESS OF JAPAN	15 Jan.	29 Jan.	30 Jan.	1 Feb.	3 Feb.	6 Feb.
EMPRESS OF RUSSIA						

PASSAGE RATES—HONGKONG TO LONDON.

		VIA ST. JOHN, N.B.	VIA NEW YORK.
EMPRESS OF RUSSIA, EMPRESS OF ASIA, EMPRESS OF INDIA, EMPRESS OF JAPAN, MONTEAGLE	Meals and Sleeping	£71.10	£71.10
	Car Berth across Canada £6 additional.	£65 —	£65 —
		£43 —	£45 —

Hour of Departure—All Steamers sail from Hongkong at NOON.

Passengers purchasing Trans-Pacific Round Trip passage tickets to points in Canada and the United States have the option of returning from San Francisco by the steamers of the PACIFIC MAIL S.S. Co. or TOYO KISEN KAISHA.

SPECIAL FIRST CLASS RATES granted to Naval and Military Officers, Civil Servants, Missionaries, etc. Particulars will be furnished on application.

AROUND THE WORLD RATES in connection with SUEZ MAIL LINES or TRANS-SIBERIAN ROUTE.

THE "EMPRESS OF RUSSIA" AND "EMPRESS OF ASIA" registered tonnage 16,850, displacement 30,625 tons, are new quadruple screw turbine steamers, the finest, fastest and most luxurious on the Pacific. Their passenger accommodation includes Suites, Rooms with Bath, Single Berth Rooms, Library, Lounge, Gymnasium, Laundry, etc.

SPLENDID OVERLAND TRAIN SERVICE, connecting with the Company's Atlantic Steamers. "EMPRESS OF BRITAIN" and "EMPRESS OF IRELAND."

HOTELS—The service furnished by the Company's chain of Hotels is unsurpassed.

THE COMPANY'S STEAMERS are fitted with powerful Marconi Wireless Installation.

Passengers may proceed by Rail between Ports of Call in Japan if so desired.

Route from HONGKONG VIA SHANGHAI, NAGASAKI (through INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C.

For full particulars of Passage and Freight Rates, Pamphlets, etc., please Apply to—

D. W. CRADDOCK,
GENERAL TRAFFIC AGENT, Corner Pedder Street and Prava

743]

SHIPPING

ARRIVALS.

DAIJIN MARU, Japanese str., 899, K. Marakami, 24th December—Tamsui 21st December, General. — Osaka Shosen Kaisha.

HAITAN, British str., 1,600, J. S. Roach, 24th December—Swatow 23rd December, General.—Douglas Lapraik & Co.

IXION, British str., 6,527, Riepenhausen, 24th December—Tacoma 26th December, General.—Butterfield & Swire.

KAIJO MARU, Japanese str., 2,954, Minato, 23rd December—Karatsu 17th December, Coal.—Mitsui Bussan Kaisha.

SABINE RICKMERS, Dutch str., 573, B. Y. Jagt, 23rd December—Shanghai 18th December, Nil.—Asiatic Petroleum Co.

SHANSI, British str., 1,228, E. B. Simons, 24th December — Shanghai 20th December, General. — Butterfield & Swire.

SILESIA, German str., 2,854, Christianson, 23rd December — Singapore 17th December, General. — Hamburg-Amerika Linie.

SUNGKIANG, British str., 1,600, Robinson, 23rd December—Pakhoi 23rd December, General.—Douglas Lapraik & Co.

TSINANFU, Norwegian str., 1,460, W. Julinssen, 23rd December—Soerabaya 13th December, Sugar.—Chinese.

TRIGONIA, Dutch str., 1,076, Groendyk, 24th December — Singapore 16th December, Bulk Oil. — Asiatic Petroleum Co.

WOSANG, British str., 1,127, Smith, 24th December—Swatow 23rd December, General.—Jardine, Matheson & Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
December 24th.

CHANGCHOW, British str., for Swatow.
EIGER, Norwegian str., for Dalny.
HAITAN, British str., for Swatow.
HUICHOW, British str., for Shanghai.
ITSUKUSHIMA MARU, Jap. str., for S'hai.
KEONGWAI, German str., for Bangkok.
PITSANULOK, German str., for Bangkok.
TAIZON MARU, Japanese str., for Moji.
TEUCER, British str., for Vancouver.
SEATTLE MARU, Jap. str., for Victoria.
SILESIA, German str., for Yokohama.
SOSHU MARU, Japanese str., for Anping.
TSINTAU, German str., for Bangkok.
YATSHING, British str., for Kobe.

DEPARTURES.

December 24th.

ANNA, Norwegian str., for Bangkok.
CARL DIEDERICHSEN, Ger. str., for Ho'how.
CHIYUEN, Chinese str., for Shanghai.
CHOYSANG, British str., for Shanghai.
DAITEN MARU, Japanese str., for Kobe.
FOOKSANG, British str., for Singapore.
LIANGCHOW, British str., for Shanghai.
PAKHOI, German str., for Shanghai.
PRINCESS ALICE, German str., for Bremen.
RIOJUN MARU, Jap. str., for Singapore.
SABINE RICKMERS, Dutch str., for Amoy.
SARDINIA, British str., for London.
TAMING, British str., for Manila.
TRIGONIA, Dutch str., for Singapore.

PASSED THE CANAL.

November 21st—*Silesia.*
November 25th—*Lennox, Syria.*
November 28th—*Peleus, Ellen Rickmers, Theseus.*
December 2nd — *Bendoran, Peiho, Shimosa, Yunnan, Rhesus.*
December 5th — *Dumbea, Koerber, Kitano Maru, Lutzow, Somali, Preussen.*
December 9th—*Dunbar, Glenroy, Hyson, Indrani, Peking, Sumatra, Melford Hall, Polerie.*
December 12th—*Bohemia, Nyanza, Neleus.*
December 16th—*Antenor, Belgravia, Bengloe, Denbigh Hall, Japan, Prinz Ludwig, Vorwaerts, Indraghiri.*
December 19th—*Iyo Maru, Macedonia, Persia, P. E. Friedrich, Glenfarg, O. J. D. Aklers.*
December 23rd—*Benavon, Deucalion, Annam, Atreus, Kusama, Deike Rickmers, Laomedon.*

ARRIVALS AT HOME.

December 23rd—*Javon, Neleus.*

S.S. "MAUSANG."

THE above Steamer will be despatched on or about SATURDAY, 10th January, 1914, for FREMANTLE, WEST AUSTRALIA.

For freight apply to
GILMAN & Co.

Hongkong, 17th December, 1913. [1441

THE "INDRA" LINE, LIMITED.

FOR SAN FRANCISCO.

THE Steamship

"INDRASAMHA,"

Captain Jones, will be despatched as above about the Middle of January, 1914.

For Freight and further information apply to
JARDINE, MATHESON & Co., LTD.,
Agents.

Telephone No. 215, Sub. Ex. 9.
Hongkong, 11th December, 1913. [1418

INDO-CHINA S. NAV. CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
* MANILA	"YUENSANG"	Saturday, 27th Dec., 2 P.M.
† SHANGHAI	"WOSANG"	Sunday, 28th Dec., D'light.
† SHANGHAI	"KWONGSANG"	Tuesday, 30th Dec., D'light.
† SHANGHAI	"WINGSANG"	Tuesday, 30th Dec., D'light.
† SHANGHAI	"KINGSING"	Friday, 2nd Jan., D'light.
*TSINGTAU, WEIHAIWEI, CHEFOO DALY and CHINWANTAO	"CHEONGSHING"	Friday, 2nd Jan., Noon.
* MANILA	"LOONGSANG"	Saturday, 3rd Jan., 2 P.M.
† SHANGHAI	"KOONSHING"	Sunday, 4th Jan., D'light.

RETURN TOURS TO JAPAN.

The Steamers "KUTSANG," "NAMSANG" and "LAISANG" leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "FOOKSANG," "KUMSANG," "LOYAT," "YATSHING" and "SUISANG," leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 6 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Y'taze, Chefoo, T'tsin, Daley, W'wai, T'tau & N'chwang.

Telephone No. 215, Sub. Arch. 4.

Freight or Passage, apply to JARDINE, MATHESON & Co., LTD.,
GENERAL MANAGERS.

Hongkong, 25th December, 1913. [14

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG AND RANGOON.

Steamers are despatched Eastward and Westward at regular intervals taking Passengers and Cargo at Current Rates.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD.,
AGENTS

Telephone No. 215.

Hongkong, 23rd December, 1913. [50

THE ROYAL MAIL STEAM PACKET COMPANY.

PROJECTED SAILINGS FROM HONGKONG.
SUBJECT TO CHANGE WITHOUT NOTICE.

"SHIRE" LINE SERVICE—HOMEWARDS.

FOR	STEAMERS	DATE OF DEPARTURE
LONDON & ANTWERP	"DEN OF GLAMIS"	On 2nd Jan.
LONDON & ANTWERP	"MONMOUTHSHIRE"	On 28th Jan.
LONDON & ANTWERP	"DEN OF AIRLIE"	On 28th Feb.

TRANS-PACIFIC "SHIRE" AND "GLEN" JOINT SERVICE.

VICTORIA, VANCOUVER, SEATTLE, TACOMA & PORTLAND	"MERIONETHSHIRE"	On 27th Dec.
VICTORIA, VANCOUVER, SEATTLE, TACOMA & PORTLAND	"GLENROY"	On 15th Jan.
VICTORIA, VANCOUVER, SEATTLE TACOMA & PORTLAND	"CARDIGANSHIRE"	On 5th Feb.

For Freight and Further Particulars, apply to Telephone No. 215 Sub Ex. No.

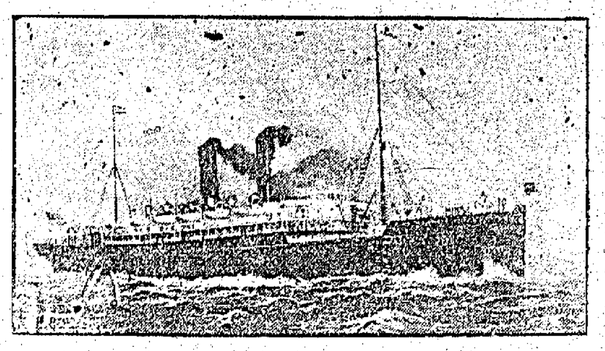
JARDINE, MATHESON & Co., LTD.,
AGENTS.

Hongkong, 23rd December, 1913. [499

PACIFIC MAIL

STEAMSHIP COMPANY.

THE AMERICAN LINE TO SAN FRANCISCO.



From HONGKONG Calling at SHANGHAI, or MANILA, NAGASAKI, KOBE (via Inland Sea), YOKOHAMA and HONOLULU (the Paradise of the Pacific). Through Service via NEW YORK to EUROPE.

SOME FEATURES OF SERVICE.

ELECTRIC FANS, SWIMMING TANK, ORCHESTRA, AMUSEMENTS, WIRELESS TELEGRAPHY, SUBMARINE SIGNAL SERVICE, AND BILGE KEELS. CUISINE UNDER THE PERSONAL SUPERVISION OF MR. V. MORONI, ONE OF THE WORLD'S MOST FAMOUS CATERERS.

Return Portion of Round Trip Tickets, available for Passage via C.P.R. from Vancouver if desired. Through Passengers have the privilege of travelling by Rail between Ports of Kobe and Yokohama.

STEAMERS	Tons	Sailing	
CHINA	10,200	... ...	TUESDAY, 30th Dec., at Noon.
MANCHURIA	27,000	... ...	TUESDAY, 6th Jan., at 1 P.M.
NILE	11,000	... ...	SATURDAY, 10th Jan., at 9.45 A.M.
MONGOLIA	27,000	... ...	TUESDAY, 27th Jan., at 1 P.M.
PERSIA	9,000	... ...	SATURDAY, 7th Feb., at Noon.
KOREA	18,000	...	
SIBERIA	18,000	... ...	

S.S. "CHINA," S.S. "NILE" and S.S. "PERSIA" will proceed to Manila and thence direct to Nagasaki.

HONGKONG—MANILA SERVICE.

FROM HONGKONG. Leave Hongkong.		Arrive Manila.	FROM MANILA. Leave Manila.		Due Hongkong.
30th Dec.	CHINA	1st Jan.	26th Dec.	MANCHURIA	28th Dec.
10th Jan.	NILE	12th Jan.	31st Dec.	NILE	2nd Jan.
7th Feb.	PERSIA	9th Feb.	27th Jan.	PERSIA	29th Jan.

FOR FREIGHT OR PASSAGE, APPLY TO—

R. C. MORTON, AGENT.

KING'S BUILDING (opposite Blake Pier). TELEPHONE No. 141.

Panama-Pacific International Exposition—San Francisco—1915. [32

SWEDISH EAST ASIATIC CO., LTD.

GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION).

DESTINATION	STEAMERS	TONS	DATE OF SAILINGS.
COPENHAGEN. GOTHENBURG and BALTIC PORTS	"CEYLON"	9,000	About 15th Jan.

For Freight and Further Particulars, apply to TELEPHONE No. 171.

ARTHUR NILSSON & Co.,
YORK BUILDINGS, TOP FLOOR.

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MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

FOR		STEAMER	To Sail.
SHANGHAI, KOBE YOKOHAMA	AND	DUMBEA	On 29th December.
		CORDILLERE	On 12th January.
		MAGELLAN	On 26th January.
MARSEILLES VIA PORTS		POLYNESIEN	On 30th December.
		PAUL LECAT	On 13th January.
		DUMBEA	On 27th January.

ALL STEAMERS FITTED WITH WIRELESS.

TRANSHIPPING on the Co's Steamers at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA; at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.

Through Tickets to LONDON via PARIS by rail.

Circular Tickets to Europe via Suez and SIBERIAN ROUTE and *vice-versa* delivered here.

For further particulars apply to

S. C. de BUSSIERRE, ACTING AGENT,
QUEEN'S BUILDING.

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INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transhipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS.

FROM HONGKONG: 3rd January, 1913. "KATANGA" FROM COLOMBO 16th Januaby, 1914.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS:

From Hongkong "SALAMIS" Middle of February, 1914.

FIRST CLASS ACCOMMODATION FOR PASSENGERS
FITTED WITH WIRELESS TELEGRAPHY.

For Rates of Freight and Passage, apply to

THE BANK LINE, LIMITED,
MANAGING AGENTS.

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BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN
CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS

EASTWARD

S.S. "ARRATOON APCAR," 4,450 tons, Capt. W. Walker, will be despatched to SHANGHAI, KOBE and MOJI on 27th December.

S.S. "THONGWA," 6,298 tons, Captain O. M. Robins, will be despatched to YOKOHAMA, KOBE and MOJI on 6th January.

WESTWARD

S.S. "GREGORY APCAR," 4,600 tons, Capt. J. E. Drake, will be despatched for SINGAPORE, PENANG and CALCUTTA on 28th December, at Noon.

S.S. "DUNERA," 5,389 tons, Capt. Dickinson, will be despatched as above on 30th December.

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.,
Hongkong, 23rd December, 1913. AGENTS. '60

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. | CANTON TO HONGKONG.

THURSDAY, 25TH DEC., 1913.

8 a.m. *HEUNGSHAN.* | 8 a.m. *KINSHAN.*
10 p.m. *KINSHAN.* | 5 p.m. *FATSHAN.*

FRIDAY, 26TH DEC., 1913.

8 a.m. *FATSHAN.* | 8 a.m. *HEUNGSHAN.*
10 p.m. *HEUNGSHAN.* | 5 p.m. *KINSHAN.*

A Telephone Service has been recently installed on the Canton Company's Steamers Day Steamers Call No. 776, Night Steamers Call No. 775.

HONGKONG-MACAO LINE.

S.S. *SUI TAI.* Tons 1,651. | S.S. *TAISHAN.*

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 2 p.m.

EXCURSION TO MACAO.

SUNDAY, 28TH DECEMBER, 1913.

The Company's New Steamship

"TAISHAN"

Will depart from the WING LOK STREET WHARF at 9 a.m. and return from Macao at 4 p.m.

N.B.—The Company will also run a Steamer from Macao on Sunday morning at 7.30 a.m., and from Hongkong at 12.30 p.m., from the Company's Wing Lok Street Wharf.

FARES:

SALOON Single $3, Return $5. | 1ST CLASS Single $2, Return $3. | 2ND CLASS Single $1, Return $2.

Staterooms:—Saloon $1 per person each way. 1st and 2nd Class 50 cts. per person each way.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. *SUI AN*, 1,651 tons.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO. LTD.

CANTON-WUCHOW LINE.

S.S. *SAINAM*, 588 tons, and S.S. *NANNING*, 569 tons.

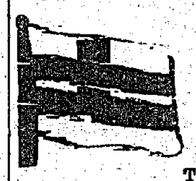
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or *vice versa* by the Company's direct Steamers *LINTAN* and *SANUI*. These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT Co. LTD.,
Hotel Mansions (First Floor), opposite the Blake Pier. [51

OSAKA SHOSEN KAISHA.



REGULAR SERVICES,
PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION).

TRANS-PACIFIC LINE.

IN CONNECTION AT TACOMA AND SEATTLE WITH

THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY Co.

SOUTH AMERICA LINE.

FOR VICTORIA, B.C. AND TACOMA VIA JAPAN PORTS.

Steamer	Captain	Leaving
‡ "SEATTLE MARU"	T. Saito	THURSDAY, 25th Dec., at 1 P.M.
† "MEXICO MARU"	N. Kobayashi	WED'DAY, 7th Jan., at 1 P.M.
‡ "CHICAGO MARU"	I. Goto	THURSDAY, 22nd Jan., at 1 P.M.
† "CANADA MARU"	H. Yamamoto	
‡ "TACOMA MARU"	T. Hamada	
† "PANAMA MARU"	J. Kanzo	

† Calling at SHANGHAI, NAGASAKI, KOBE, YOKKAICHI AND YOKOHAMA.
‡ Calling at MOJI, KOBE, YOKKAICHI AND YOKOHAMA.

These Newly-Built Steamers have fair speed and are fitted with the Wireless Apparatus. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given toward Express connection.

JAPAN-BOMBAY LINE.

FOR BOMBAY VIA SINGAPORE. PORT SWETTENHAM, PENANG AND COLOMBO.

Steamer	Captain	Leaving
"JAVA MARU"	K. Hori	MONDAY, 5th Jan., 4 P.M.
"SAIGON MARU"	T. Yamaguchi	
"INDO MARU"	K. Komiya	

CHINA AND FORMOSA LINE.

FOR FOOCHOW VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
KAIJO MARU"	Y. Yamamoto	WED'DAY, 31st Dec., at Noon.

FOR TAMSUI VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"DAIJIN MARU"	K. Murakami	SUNDAY, 28th Dec., at 10 A.M.
"DAIGI MARU"	S. Tokushige	SUNDAY, 4th Jan., at 10 A.M.

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"SOSHU MARU"	K. Tashira	THURSDAY, 25th Dec., at 8 A.M.

FOR CANTON.

Steamer	Captain	Leaving
"SOSHU MARU"	K. Tashira	

These Steamers of Coast and Formosa Line have Excellent accommodation for First and Second Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office, Praya Central).

For FURTHER INFORMATION, apply to

Z. KAMIYA,
MANAGER,
Second Floor No. 1 Queen's Building.

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PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	4000	F.S.McMurray	Manila, Mangarin, Cebu and Iloilo	On 2nd Jan., 4 P.M.
RUBI	4000	J. Miller	Manila, Mangarin, Cebu and Iloilo	On 12th Jan., 4 P.M.

Passengers Holding Round Trip Tickets may Return by any Steamer of the PACIFIC MAIL S.S. Co., TOYO KISEN KAISHA, NORDDEUTSCHER LLOYD AND EASTERN AND AUSTRALIAN STEAMSHIP Co., LTD.

Electric Light. Fans in every Cabins. Competent Stewardess Carried.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers.

Hongkong, 25th December, 1913. PHILIPPINES S.S. Co. [10

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

HOMEWARD PASSENGER SEASON. 1914.

PROPOSED SAILINGS OF MAIL STEAMERS FOR

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamer "ORIENTAL" leaves YOKOHAMA	Steamers to COLOMBO.	Leave SHANGHAI	Leave HONGKONG.	Connecting Steamers from COLOMBO to MARSEILLES and LONDON	Due at MARSEILLES	Due at PLYMOUTH (London 1 day later)
p.m. Thurs.		6 p.m. Tues.	Noon. Satur.		Friday	Thursday
Jan. 8	EGYPT	Jan. 13	Jan. 17	MOOLTAN ...	Feb. 13	Feb. 19
Jan. 22	DEVANHA ...	Jan. 27	Jan. 31	MOREA ...	Feb. 27	Mar. 5
Feb. 5	CHINA	Feb. 10	Feb. 14	MALOJA	Mar. 13	Mar. 19
Feb. 19	ASSAYE	Feb. 24	Feb. 28	MARMORA ...	Mar. 27	Apr. 2
Mar. 5	INDIA ...	Mar. 10	Mar. 14	MOLDAVIA ...	Apr. 10	Apr. 16
Mar. 19	DEVANHA ...	Mar. 24	Mar. 28	MEDINA	Apr. 24	April 30
Apr. 2	ARCADIA ...	Apr. 7	Apr. 11	MONGOLIA ...	May 8	May 14
Apr. 16	DELTA	Apr. 21	Apr. 25	MALWA	May 22	May 28
Apr. 30	ASSAYE	May 5	May 9	MOOLTAN ...	June 5	June 11

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES:

The Fares to London and Marseilles are as follows:—

				LONDON—		
1st Saloon	"A"	Accommodation	Single	£65.	Return	£97.
	"B"			£59.		£89.
2nd Saloon	"A"			£44.		£66.
	"B"			£40.		£60.
				MARSEILLES		
1st Saloon	"A"	Accommodation	Single	£61.	Return	£91.
	"B"			£55.		£83.
2nd Saloon	"A"			£42.		£63.
	"B"			£38		£57

IN ADDITION TO THE ABOVE MAIL STEAMERS INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

STEAMERS.	Leave Y'HAMA	Leave SHANGHAI	Leave H'KONG.	Leave S'PORE	Due at M'SEILLES	Due at LONDON
	about	about	about	about	about	about
BORNEO	Jan. 6	Jan. 17	Jan. 21	Jan. 27	Feb. 23	Mar. 4
NANKIN	Jan. 20	Jan. 31	Feb. 4	Feb. 10	Mar. 9	Mar. 18
NYANZA	Feb. 3	Feb. 14	Feb. 18	Feb. 24	Mar. 23	Apr. 1
NORE	Feb. 17	Feb. 28	Mar. 4	Mar. 10	Apr. 6	Apr. 15
NILE	Mar. 3	Mar. 14	Mar. 18	Mar. 24	Apr. 21	Apr. 30
MALTA	Mar. 17	Mar. 28	Apr. 1	Apr. 7	May 5	May. 14
* KHIVA	Mar. 31	Apr. 11	Apr. 15	Apr. 21	May 19	May 28
NUBIA	Apr. 14	Apr. 25	Apr. 29	May 6	June 3	June 12
NAMUR	Apr. 28	May 9	May 13	May 20	June 18	June 27

* New Steamer.

These Steamers call also at PORT SWETTENHAM, PENANG and COLOMBO.

FARES TO LONDON:
1st Saloon £50 Single: £75 Return.
2nd Saloon £35 " £52 "

FARES TO MARSEILLES:
1st Saloon £46 Single.
2nd Saloon £33 "

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy.

THE ABOVE RATES ARE SUBJECT TO A SURTAX OF 10%.

For Further Particulars, apply to—

E. A. HEWETT,
SUPERINTENDENT

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NIPPON YUSEN KAISHA

THE JAPAN MAIL STEAMSHIP CO.

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS AND DISPLACEMENT	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID ...	ATSUTA MARU, Capt. J. Nagano,	16,000	WED'DAY, 31st Dec., at D'light.
	HITACHI MARU, Capt. Yamawaki,	12,500	WED'DAY, 14th Jan., at Daylight.
VICTORIA, B.C., and SEATTLE VIA SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA	§ YOKOHAMA MARU, Capt. Wada,	12,500	TUESDAY, 30th Dec., at Noon.
	§ AWA MARU, Capt. R. Shimidzu,	12,500	TUESDAY, 13th Jan., at Noon.
SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	TANGO MARU, Capt. T. Sekine,	13,500	WED'DAY, 14th Jan., at Noon.
	NIKKO MARU, Capt. Takeda,	9,600	WED'DAY, 11th Feb., at Noon.
CALCUTTA VIA SINGAPORE PENANG & RANGOON ...	‡ HAKATA MARU, Capt. H. Nomura,	12,500	SATURDAY, 27th December.
BOMBAY VIA SINGAPORE, and COLOMBO	‡ RANGOON MARU, Capt. Date,	12,000	SATURDAY, 27th December.
KOBE and YOKOHAMA	KITANO MARU, Capt. F. E. Cope,	16,000	THURSDAY, 1st Jan., at Daylight.
SHANGHAI, MOJI and KOBE	INABA MARU, Capt. Tominaga,	12,500	SATURDAY, 3rd January.
NAGASAKI, KOBE and YOKOHAMA	NIKKO MARU, Capt. Takeda,	9,600	WED'DAY, 14th Jan., at 11 A.M.
SHANGHAI, KOBE and YOKOHAMA	‡ KIRIN MARU, Capt. Nakamura,	6,000	SATURDAY, 3rd January

§ Fitted with New System of Wireless Telegraphy. Cargo only.

PASSENGER SEASON—1914.

FOR EUROPE.

STEAMER.	Tons	Sails	Wednesday
MIYASAKI MARU ...	16,000	"	28th January.
KITANO " ...	16,000	"	11th February.
ITO " ...	12,500	"	25th February.
HIRANO " ...	16,000	"	11th March.
KATORI " ...	20,000	"	25th March.
KAMO " ...	16,000	"	8th April.
KASHIMA " ...	20,000	"	22nd April.

FOR AMERICA.

STEAMER.	Tons	Sails	Tuesday
SHIDZUOKA MARU ...	12,500	"	27th January.
TAMBA " ...	12,500	"	10th February.
AKI " ...	12,500	"	24th February.
SADO " ...	12,500	"	10th March.
YOKOHAMA " ...	12,500	"	24th March.
AWA " ...	12,500	"	7th April.

With option of Rail between Steamer's Calling Ports in Japan.

For Further Information as to Freight, Sailing, &c., apply to—

T. KUSUMOTO, MANAGER.

TELEPHONE Nos. 292 and 1241 '1—12—13

PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI, MOJI, KOBE AND YOKOHAMA	NANKIN .... Capt. Owen Jones, R.N.R.	About 27th Dec.	Freight and Passage.
SHANGHAI	EGYPT .... Capt. F. R. Summers	About 2nd Jan	Freight and Passage.
LONDON VIA USUAL PORTS OF CALL	*HIMALAYA* .... Capt. H. G. Evans, R.N.R.	Noon, 3rd Jan.	*See Special Advertisement.*
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID, & MARSEILLES	SIMLA .... Capt. G. Philipps	About 7th Jan.	Freight and Passage.

All the above Steamers are fitted with Wireless Telegraphy.

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 25th December, 1913. [1

CHINA NAVIGATION CO., LTD.
SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SWATOW, AMOY & SHANGHAI	"CHANGCHOW"	On 25th Dec., Noon.
SHANGHAI	"HUICHOW"	On 25th Dec, 4 P.M.
SHANGHAI & TSINGTAU	"KANCHOW"	On 27th Dec., M'night.
SHANGHAI	"SHAOHSING"	On 30th Dec., Noon.
MANILA, CEBU and ILOILO	"SUNGKIANG"	On 30th Dec., 4 P.M.
KHOI & HAIPHONG	"KAIFONG"	On 31st Dec, 10 A.M.
SHANGHAI	"LUCHOW"	On 1st Jan., 4 P.M.
SHANGHAI & TSINGTAU	"CHENAN"	On 3rd Jan., M'night.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.
S.S. "LINTAN" and S.S. "SANUI."

MANILA LINE—TWIN-SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft, on "TAMING" and "TEAN."

SHANGHAI LINE—THE TWIN SCREW STEAMERS "ANHUI," "CHENAN," and the S.S. "LIANGCHOW," "LUCHOW" and "YINGCHOW," having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtsze and Northern China Ports.

The Steamers leaving Hongkong on Sundays proceed from Shanghai to TSINGTAU, leaving there on Tuesdays for Shanghai, Hongkong and Canton.

N.B.—Passengers must embark before Midnight on SATURDAY for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transhipment at Woosung.

REDUCED FARES:—SINGLE $45.....RETURN $75.

For Freight or Passage apply to— BUTTERFIELD & SWIRE,

Hongkong, 25th December, 1913. TELEPHONE 36. AGENTS. [7

HAMBURG - AMERIKA LINIE.
IN CONJUNCTION WITH
DEUTSCHE DAMPFSCHIFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK and from MANILA, HONGKONG and JAPAN to VANCOUVER (B.C.) and PORTLAND (Or.)

TAKING Cargo at Through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SHANGHAI, KOBE AND YOKOHAMA:

S.S. PREUSSEN	31st Dec.
S.S. O. J. D. AHLERS	14th Jan.
S.S. BELGRAVIA	15th Jan.
S.S. SPEZIA	28th Jan.
S.S. SAXONIA	4th Feb.
S.S. SCANDIA	9th Feb.
S.S. HOERDE	24th Feb

HOMEWARD.

FOR HAVRE, BREMEN & HAMBURG:
S.S. ALTMARK 25th Dec.
FOR MARSEILLES, ROTTERDAM & HAMBURG:
S.S. FUERST BUELOW 29th Dec.
FOR MARSEILLES, HAVRE & HAMBURG:
S.S. C. FERD. LAEISZ 2nd Jan.
FOR ROTTERDAM, ANTWERP & HAMBURG:
S.S. GOLDENFELS 13th Jan.
FOR MARSEILLES, BREMEN & HAMBURG:
S.S. EMDEN 13th Jan.
FOR VANCOUVER, SEATTLE and/or TACOMA & PORTLAND (OR).
S.S. BELGRAVIA 16th Jan.

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office

Hongkong, 22nd December, 1913. [9

DOUGLAS STEAMSHIP CO., LTD.
HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR
SWATOW, AMOY AND FOOCHOW
AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAITAN"	Capt. J. S. Roach	FRIDAY, 26th Dec., at 11 A.M.
"HAICHING"	Capt. W. C. Passmore	TUESDAY, 30th Dec., at 11 A.M.
"HAIYANG"	Capt. A. E. Hodgins	FRIDAY, 2nd Jan., at 11 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 24th December, 1913. [6

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.
MAIL SERVICE TO AUSTRALIA
VIA MANILA.

MAIL SCHEDULE
(SUBJECT TO MODIFICATION).

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA.	LEAVE HONGKONG FOR AUSTRALIA.
EASTERN	3rd Jan.	On 2nd Jan., 10 A.M.
ALDENHAM	24th Jan.	
EMPIRE		On 13th Feb., 10 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars apply to

GIBB, LIVINGSTON & Co.,
AGENTS.

47

TOYO KISEN KAISHA.
SAN FRANCISCO LINE.

VIA SHANGHAI. MANILA. THE INLAND SEA. JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice

Steamer	Displacement Tons and Speed.	Leave Hongkong.
* NIPPON MARU	11,000—18 knots	WED'DAY, 14th Jan.
TENYO MARU	22,000—21 knots	SATUR., 17th Jan.
* HONGKONG MARU	11,000—18 knots	TUESDAY, 10th Feb.
SHINYO MARU	22,000—21 knots...	
CHIYO MARU	22,000—21 knots...	

* via MANILA. Omitting Shanghai.
All Steamers will be despatched at NOON.

FIRST CLASS TO LONDON	£71.10.	RETURN (6 MONTHS)	£120.
FIRST CLASS TO NEW YORK	£60.	" "	£96.10.
" " " SAN FRANCISCO	£45.	" "	£68.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from San Francisco by Steamers of the PACIFIC MAIL S.S. Co. or from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY CO.

SPECIAL RATES given to NAVAL and MILITARY, CIVIL SERVANTS, MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in connection with all the Principal MAIL Lines and the Trans-Siberian Railway.

Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge.

SOUTH AMERICAN LINE.

VIA JAPAN PORTS, HONOLULU, HILO, MANZANILLO, SALINA CRUZ, CALLAO, IQUIQUE AND VALPARAISO, THENCE BY TRANS-ANDEAN ROUTE TO BUENOS AIRES.

Steamer	Displacement Tons and Speed	Leave Hongkong
KIYO MARU	17,000—14 knots	February, 1914.

For Full Particulars as to Passage and Freight, apply to—

S. MORIMOTO, AGENT,
King's Building.

TELEPHONE 291. [237

SAN FRANCISCO SCENIC ROUTE

SAN FRANCISCO
SCENIC ROUTE
TRANS-PACIFIC
TOYO KISEN KAISHA
TRANS-CONTINENTAL
WESTERN PACIFIC
DENVER AND RIO GRANDE.
MAIL SHIP SERVICE.

	Tonnage	Speed
S.S. TENYO MARU	22,000	21 knots.
S.S. CHIYO MARU	22,000	21 "
S.S. SHINYO MARU	22,000	21 "
S.S. NIPPON MARU	11,000	18 "
S.S. HONGKONG MARU	11,000	18 "

THE QUICK AND COMFORTABLE WAY OF TRAVEL FROM JAPAN, CHINA, PHILIPPINES AND THE FAR EAST, VIA HONOLULU.

These Vessels present the Farthest Advance in the Science of Shipbuilding, being Equipped with every Modern Device for the Safety, Convenience, Comfort and Entertainment of Passengers, including Wireless Telegraph, Automatic Safety Devices, Electric Lights in every Berth, Electric Fans in every Stateroom. Brass Beds, Porcelain Bathtubs, Steam Laundry, Nursery and Playground for Children, Open Air Gymnasium, Moving Picture Shows, Swimming Tanks, Orchestral Concerts. Perfect Service—Unequaled Cuisine.

WESTERN PACIFIC--DENVER AND RIO GRANDE.

The T.K.K. Liners connect at San Francisco with the Palatial Trains of the Western-Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver WITHOUT CHANGE. Through Standard Sleepers. Through Tourists' Sleepers. Dining Cars—Observation Cars. Electric Lights—Electric Fans, Union Depots. New Lands, Cities and Scenes—Hundred of Miles through the Gorgeous Scenery of the Sierras—Feather River Canon—and the Royal Gorge of Colorado. Convenient connections at Chicago with Trains for New York (Transatlantic Steamers) and other Eastern points.

When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for Ticket form No. 626.

C. LACY GOODRICH,
GENERAL ORIENTAL AGENT,
57] 75, MAIN STREET, YOKOHAMA, and KING'S BUILDING, HONGKONG.

AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government.)
MONTHLY FAST SERVICE TO TRIESTE (VENICE).
VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ AND PORT SAID.
S.S. "KOERBER," 9,900 tons, will leave as above on 15th January, at 4 P.M.
Superior accommodation for 1st, and 2nd Class passengers, no surtax, no tips, no inside Cabins. Stewardesses, Laundry, Wireless Telegraphy.
FARES: Hongkong-Trieste (Venice), £50 1st, £36 2nd, £19 3rd Class.

MONTHLY ORDINARY SERVICE TO TRIESTE (VENICE) VIA STRAITS (CALCUTTA), COLOMBO, ADEN, SUEZ AND PORT SAID.
S.S. "E. F. FERDINAND," 12,000 tons, will leave as above about 31st December.
These Steamers of large tonnage are fitted with comfortable one class accommodation for Saloon Passengers. No Surtax. Doctor, Stewardess, Wireless Telegraphy.
RAILWAY FARES: Trieste-London.
BY SIMPLON EXPRESS:
Via Venice, Milan, Simplon, Lausanne, Paris, Calais or Boulogne, Class I £8.15, II £6.1.6.
BY ST. GOTHARD EXPRESS:
Via Venice, Milan, St. Gothard, Lucerne, Bale, Laon, Calais or Boulogne, Class I £8.15, II £6.1.9.
BY SEMMERING EXPRESS:
Via Vienna, Cologne, Brussels, Ostend, Dover. Class I £8.11, II £6.9.2.
BY TAUERN EXPRESS:
Via Munich, Cologne, Ecok or Flushing, Class I £7.19.8, II £6.1.6

TO SHANGHAI.
S.S. "KOERBER," 9,900 tons, will leave as above on 2nd January, at 6 A.M.
FARES: Hongkong-Shanghai, £6 1st, £4 2nd, £2 3rd Class.

TO KOBE VIA SHANGHAI, YOKOHAMA.
S.S. "CHINA" 11,800 tons, will leave as above about 30th December.
Cargo taken at through rates to all ports in Adriatic, Levant, Black Sea & Danube, also North & South America.

SANDER, WIELER & Co., AGENTS,
Hongkong, 17th December, 1913. Princes' Building. [52

NORDDEUTSCHER LLOYD.
IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TONS	TO SAIL.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"BUELOW" Capt. C. NABRATH,	16,900	Wed'day, 7th Jan., at 10 A.M.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"LUETZOW," Capt. H. TEXTOR,	16,900	About Thursday, 25th Dec.
MANILA, ANGAUR, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"COBLENZ," Capt. L. KLUGRIST,	6,750	Saturday, 27th Dec. at 9 A.M.
KOBE	"PRINZ SIGISMUND," Capt. A. HURTZIG.	5,000	About Tuesday, 7th Jan.
JESSELTON, KUDAT and SANDAKAN	"BORNEO" Capt. J. KOEHLER,	5,000	Saturday, 3rd Jan.

All the Steamers of the European Line are fitted with Wireless Telegraphic New System of Telefunken. [4

PASSENGER SEASON 1914.
NORDDEUTSCHER LLOYD. BREMEN.
TO EUROPE BY THE
MAGNIFICENT FAST LINERS.

STEAMSHIP	DISPLACEMENT.	
*"PRINZ LUDWIG" Capt. F. VON BINZER.	18,300 TONS	ON FEBRUARY 3RD.
"GOEBEN" Capt. A. AHLBORN.	17,300 "	ON FEBRUARY 18TH.
*"DERFFLINGER" Capt. F. PROESCH.	17,250 "	ON MARCH 3RD.
"KLEIST" Capt. L. MAASS.	17,000 "	ON MARCH 18TH.
*"PRINZ EITEL FRIEDRICH" Capt. C. MUNDT.	17,000 "	ON MARCH 31ST.
"YORCK" Capt. F. LOESER.	17,000 "	ON APRIL 15TH.
*"PRINCESS ALICE" Capt. J. BORTFELDT.	20,300 "	ON APRIL 28TH.

* THESE STEAMERS WILL CALL AT MANILA DIRECT ON THE VOYAGE FROM HERE TO SINGAPORE.
CALLING AT NAPLES, GENOA, ALGIERS, GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS.
All the Steamers of the European Line are fitted with Wireless Telegraphy. (System Telefunken.)
EARLY BOOKING RECOMMENDED. [1190

FREIGHT LINE.
NEXT SAILINGS FROM HONGKONG.

OUTWARD.

Steamship	about
"MARK"	1914— 2nd Febr.
"TUEBINGEN"	16th Febr.
"FRANKEN"	2nd March.
"GOETTINGEN"	16th March.
"LOTHRINGEN"	30th March.
"THUERINGEN"	13th April.

HOMEWARD.

FOR MARSEILLES, DUNKIRK, ANTWERP ROTTERDAM AND BREMEN/HAMBURG:
S.S. "MARK" about Middle of March.
FOR HAVRE, EMDEN AND HAMBURG/BREMEN:
S.S. "TUEBINGEN" about End of March.
FOR MARSEILLES, ANTWERP, ROTTERDAM AND BREMEN/HAMBURG:
S.S. "FRANKEN" about Middle of April.
FOR HAVRE, DUNKIRK, EMDEN AND HAMBURG/BREMEN:
S.S. "GOETTINGEN" about Beginning of May.
FOR MARSEILLES, ANTWERP, ROTTERDAM AND BREMEN/HAMBURG:
S.S. "LOTHRINGEN" about Middle of May.
FOR HAVRE, EMDEN AND HAMBURG/BREMEN:
S.S. "THUERINGEN" about Beginning of June.

For Further Particulars, Please apply to—

NORDDEUTSCHER LLOYD.
MELCHERS & CO.,
GENERAL AGENTS.

Hongkong, 19th December, 1913. [1454

THE TAIKOO DOCKYARD
AND ENGINEERING CO. OF HONGKONG, LTD.
TAIKOO DOCKYARD. HONGKONG.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL AND MECHANICAL ENGINEERS. WELDING AND CUTTING OF METALS BY OXY-ACETYLENE AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

GRAVING DOCK—787' by 88' by 34' 6".
Pumps Empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES throughout the Shops ranging up to 100 Tons.

50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS FOR—
JOHN I. THORNYCROFT & CO., LTD.

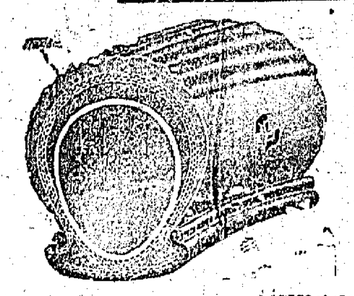
PETROL and KEROSENE MARINE MOTORS 7-1/2 to 150 B.H.P.
As supplied to the British Admiralty and War Office.
MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS, LAUNCHES, HOUSEBOATS and PLEASURE CRAFT OF EVERY DESCRIPTION, MOTOR PUMPING and LIGHTING SETS, MOTOR VEHICLES, ETC.

Dockyard Manager, MR. J. REID, can be seen between the hours of 11 A.M. and 12 NOON at the Town Office.

BUTTERFIELD & SWIRE,
HONGKONG, CHINA, AND JAPAN, AGENTS.

TELEPHONE No. 212. Telegraphic Address:—"TAIKOO DOCK." [449

PETER UNION



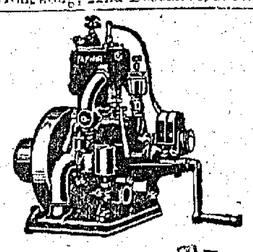
RICKSHAW TYRES

ARE THE BEST!

AGENT:

HUGO C. A. FROMM.

Hongkong, 22nd December, 1913. [44-35



FAFNIR WORKS

AACHEN.

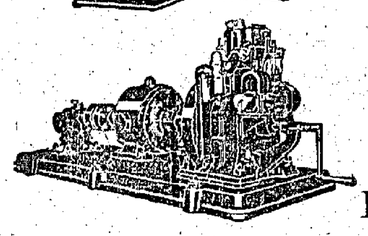
CRUDE OIL MOTORS

of really reliable Type.

MARINE MOTORS.

RICKSHAW AND

BICYCLE SPOKES.



Represented by—

HUGO C. A. FROMM,

20, DES VŒUX ROAD CENTRAL, 1ST FLOOR.

Hongkong, 22nd December, 1913. [44-47

NATURA MILK

LION BRAND

BEST STERILIZED MILK

ON THE MARKET.

$9 PER CASE OF 48 TINS AT 1 LB.

HUGO C. A. FROMM,

TEL. 960. 20, DES VŒUX ROAD. 1ST FLOOR.

Hongkong, 22nd December, 1913. [44-45

POST OFFICE NOTICE.

CHRISTMAS AND NEW YEAR'S HOLIDAYS.

The Post Office will be open to-day, from 8 to 9 a.m.

In the event of the arrival of the German and Canadian Mails the Post Office will be open for one hour for the delivery thereof.

To-morrow, the Post Office will be open from 8 to 9 a.m., and from 3 to 4 p.m. and on Saturday, the 27th inst., from 8 a.m. to 1 p.m. On Thursday, 1st January, the Post Office will be open from 8 to 9 a.m. In the event of the arrival of the English Mail from Europe, the Post Office will be open for one hour for the delivery thereof.

There will be one delivery of ordinary correspondence and one collection of letters each day as on Sundays.

The Registration Branch will be open for the posting of Registered correspondence from 8 to 9 a.m., to-day and to-morrow, and on Saturday, the 27th inst., from 8 a.m. to noon.

The Registered Mail to the Philippine Islands, Australia, and German New Guinea by the *Coblenz* will close at 9 a.m. on Christmas Day, the 25th inst.

There will be a delivery of registered correspondence during the morning of the 27th inst.

The Money Order Office will be entirely closed during the holidays.

Please note the time of closing the Mails as below during the Christmas Vacation.

1st of January being a holiday, Mails per *Empress of Russia* will be closed on Wednesday, the 31st inst., 6 p.m.

The *Lutzow*, with the GERMAN MAIL, left Singapore on Saturday, 20th inst., at 6 p.m., and is due to arrive here to-day.

The *Empress of Russia*, with the CANADIAN and AMERICAN ex *Manchuria* and LONDON MAIL (via Siberia) of Saturday, 6th inst., is due to arrive here to-day.

The UNITED STATES MAILS ex *Nile* have been transferred to the *Eastern* which is scheduld to arrive here on Wednesday, the 31st inst.

FOR	PER	DATE
*Swatow and *Amoy	*Changchow*	Thursday, 25th, 9.00 A M
Japan via Moji, *Victoria and *Tacoma	*Seattle Maru*	Thursday, 25th, 9.00 A M
Hoihow, Haiphong Pakhoi, and *Saigon	*Hongkong*	Thursday, 25th, 9.00 A
*Shanghai and *North China	*Hutchow*	Thursday, 25th, 9.00 A M
SHANGHAI, NORTH CHINA, JAPAN via KOBE (EUROPE VIA SIBERIA)	*Lutzow*	Thursday, 25th, 9.00 A M
*Shanghai and *North China	*Hupeh*	Thursday, 25th, 9.00 A M
Swatow	*Tsinanfu*	Thursday, 25th, 9.00 A M
Straits	*Altmark*	Thursday, 25th, 3.00 P M
Shanghai and North China	*Kandahar*	Thursday, 25th, 4.00 P M
Straits	*Trigonia*	Thursday, 25th, 5.00 P M
Swatow, Amoy and Foochow	*Haitan*	Friday, 26th, 9.00 A M
Bangkok	*Dingwall*	Friday, 26th, 9.00 A M
Swatow	*Opland*	Friday, 26th, 9.00 A M
Shanghai and North China	*Wosang*	Friday, 26th, 9.00 A M
PHILIPPINE ISLANDS, ANGAUR, YAP, FRIEDRICH WILHELMSHAFEN, RABAUL, HERBERTSHOHE, MATUPI AUSTRALIA, TASMANIA AND NEW ZEALAND VIA BRISBANE	*Coblenz*	Friday, 26th, 4.00 P M
*Shanghai, *North China and *Japan via *Kobe	*Arratoon Apcar*	Saturday, 27th, 9.00 A M
Philippine Islands	*Yuensang*	Saturday, 27th, 9.00 A M
*Shanghai and *North China	*Kwongsang*	Saturday, 27th, 9.00 A M
SHANGHAI, NORTH CHINA and TSINGTAU (EUROPE VIA SIBERIA)	*Kunchow*	Saturday, 27th, 1.00 P M
Straits and India via Calcutta	*Gregory Apcar*	Sunday, 28th, 9.00 A M
Swatow, Amoy and Formosa via Tamsui	*Daijin Maru*	Sunday, 28th, 9.00 A M
Shanghai and North China	*Wingsang*	Monday, 29th, 5.00 P M
Shanghai, North and China	*Shaohsing*	Tuesday, 30th, 10.00 A M
Swatow, Amoy and Foochow	*Haiching*	Tuesday, 30th, 10.00 A M
SAIGON, STRAITS, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADEN, EGYPT and EUROPE via MARSEILLES (Late Letters 11 to NOON Extra postage 10 cents) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail)	*Polynesien*	Tuesday, 30th, Printed Matter and Samples ... 10.00 A M; Registration 10.15 A M; Registration with latefee of 10 cents up to 11.00 A M); Registration Kowloon B.O. 9.30 A M; Letters 11.00 A M
Philippine Islands	*Sungkiang*	Tuesday, 30th, 3.00 P M
Pakhoi, Haiphong, and Saigon	*Kaifong*	Wednesday, 31st, 9.00 A M
SHANGHAI, NORTH CHINA, JAPAN via NAGASAKI, UNITED STATES, SOUTH AMERICA and CANADA via VANCOUVER (EUROPE VIA SIBERIA)	*Empress of Russia*	Wednesday, 31st, Registration ... 5.00 P M; Registration Kowloon B.O. ... 4.00 P M; Letters ... 6.00 P M
—: JANUARY, 1914 :—		
Shanghai and North China	*Luchow*	Thursday, 1st, 9.00 A M
*Shanghai and *North China	*Kingsing*	Thursday, 1st, 9.00 A M
Swatow, Amoy and Foochow	*Haiyang*	Friday, 2nd, 10.00 A M

* Specially superscribed correspondence only.

COMMERCIAL.

CLOSING QUOTATIONS.

December 24th

ON LONDON:—	
Telegraphic Transfer	1/11 7/16
Bank Bills, on demand	1/11½
Bank Bills, at 30 days' sight	1/11 7/16
Bank Bills, at 4 months' sight	1/11 7/16
Credits, at 4 months' sight	1/11½
Documentary Bills 4 months' sight	1/11⅝
ON PARIS:—	
Bank Bills, on demand	f.45
Credits, at 4 months' sight	f.50
ON GERMANY:—	
On demand	198½
ON NEW YORK:—	
Bank Bills, on demand	47
Credits, at 60 days' sight	48
ON BOMBAY:—	
Telegraphic Transfer	144
Bank, on demand	144½
ON CALCUTTA:—	
Telegraphic Transfer	144
Bank, on demand	144½
ON SHANGHAI:—	
Bank, at sight	73⅜
Private, 30 days' sight	74½
ON YOKOHAMA:—On demand	94½
ON MANILA:—On demand—Posos—	95
ON SINGAPORE:—On demand	823
ON BATAVIA:—On demand	117
ON HAIPHONG:—On demand	1 % pm.
ON SAIGON:—On demand	½ "
ON BANGKOK:—On demand	79¾
SOVEREIGNS, Bank's Buying Rate	$10.25
GOLD LEAF, 100 fine, per tael	$53.90
BAR SILVER, per oz.	26⅝

SUBSIDIARY COINS.

		per cent.
Chinese	20 cents pieces	$10.05 discount.
Chinese	10 "	$10.60 "
Hongkong	20 "	$ 7.80 "
Hongkong	10 "	$1 .0 "

MAILS VIA SIBERIA.

London Date	Due Shanghai
December 5th.	December 20th.
December 6th.	December 22nd.

TO-DAY

Christmas Day.—General Holiday.

TO-MORROW

Boxing Day.—General Holiday.

FORTHCOMING EVENTS.

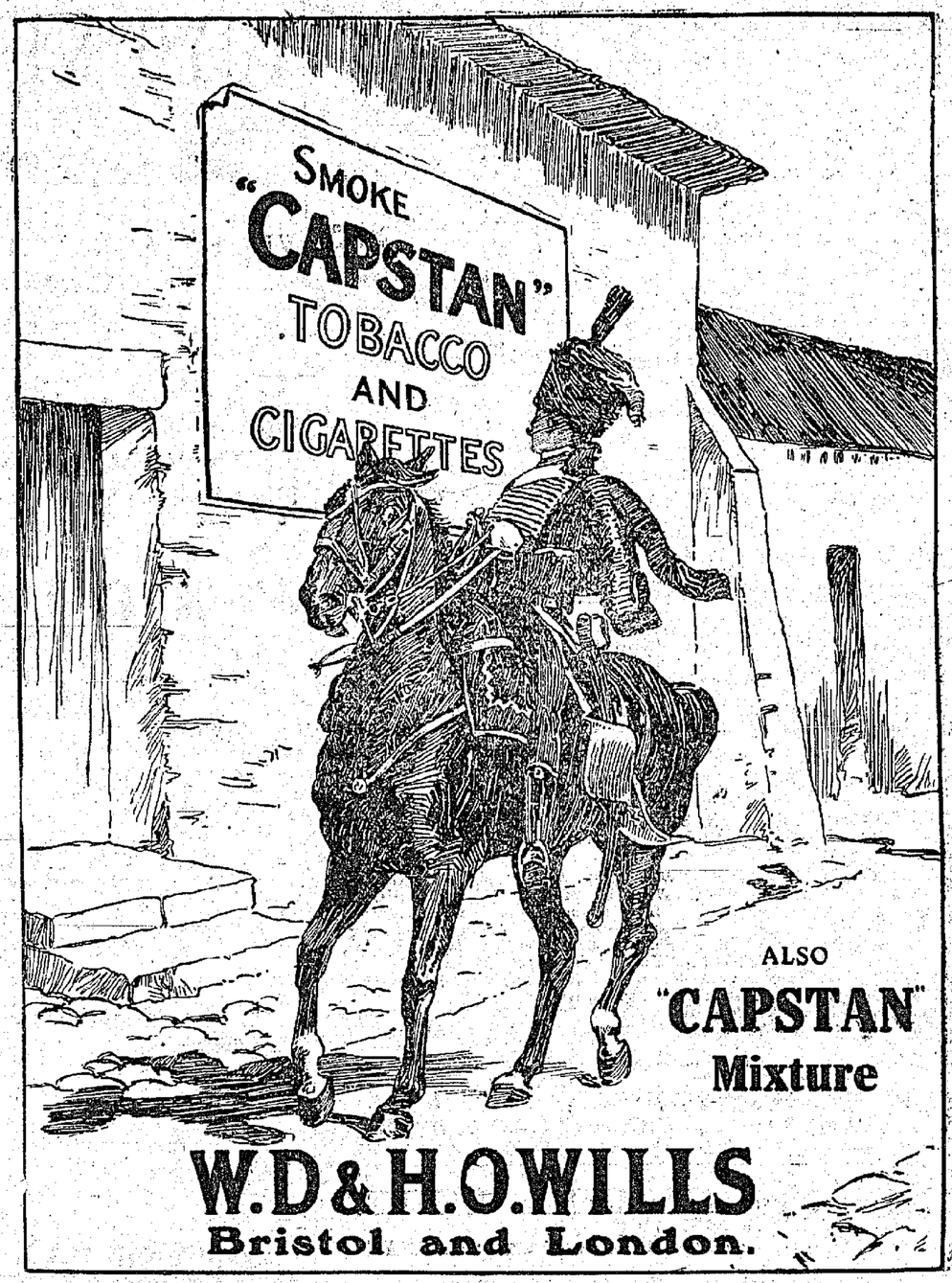
Monday, 29th Dec.:—
3 p.m.—Auction of Crown Land at Reclamation St., Yaumati, by Public Works Dept.
3 p.m.—Auction of Lots of Crown Land around Kowloon Bay in the New Territories, by Public Works Dept.
Thursday, 1st Jan.:—
New Year's Day.—General Holiday.
Tuesday, 6th Jan.:—
Noon—Geo. Fenwick & Co., Ltd., General Meeting.

ON SALE.

BOUND VOLUMES of the *HONGKONG WEEKLY PRESS*, JANUARY to JUNE, 1913. With INDEX. Price $7.50.

On Sale at the "HONGKONG DAILY PRESS" Office.

Hongkong, 30th July, 1913.



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SHARE LIST.—QUOTATIONS.

HONGKONG, 24TH DECEMBER, 1913.

STOCKS.	NO. OF SHARES.	VALUE	PAID UP.	CLOSING QUOTATIONS CASH.	RETURN ON BASIS OF LAST DIV'D.
BANKS.—					
Hongkong & S'hai. Bank Corporation	120,000	$125	all	$790 sal. & buy. L'don £30	5½ p.c.
China Borneo Company, Limited	60,000	$12	all	$10, buyers	8½ p.c.
China Light and Power Company, Ld.	50,000	$5	all		
China Provident, Loan & Mortgage Co., Ltd	50,000	$1	all	$4½, sellers	
COTTON MILLS.—	200,000	$10	all	$9	7¾ p.c.
Ewo Cotton Spin'g. & Weaving Co., Ltd.	20,000	Tls. 50	all	Tls. 132, buyers	
Hongkong Cotton Spinning Co., Ltd.	125,000	$10	all	$7½	
Dairy Farm Company, Limited	40,000	$7½	all	$28, buyers	5 p.c.
DOCKS AND WHARVES.—					
H'kong. & Kowloon Wharf & G. Co., Ltd.	60,000	$50	all	$89, buyers	5 p.c.
H'kong. and Whampoa Dock Co., Ltd.	50,000	$50	all	$75½, buyers	3 p.c.
New Amoy Dock Co., Limited	10,000	$62	all	$82½	7½ p.c.
S'hai. Dock and Engineering Co., Ld.	55,700	Tls. 100	all	Tls. 55½, buyers	
S'hai. and Hongkew Wharf Co., Ld.	56,000	Tls. 100	all	Tls. 110	
Green Island Cement Co., Limited	400,000	$10	all	$7, buyers	
Hongkong Electric Co., Limited	60,000	$10	all	$48½, sales	4 p.c.
Hongkong Hotel Company Limited	12,000	$50	all	$122½	5 p.c.
	8,000	$25	$25	$92, buyers	
Manila Metropole Hotel, Limited	15,000	Ps. 10	all	P8½, sellers	
Hongkong Ice Company, Limited	5,000	$25	all	$186, buyers	5½ p.c.
Hongkong Rope Manufacturing Co., Ltd.	60,000	$10	all	$22½	9½ p.c.
H'kong. & South China Steam Fishers. Co., Ltd.	15,000	$5	all	$2	
Hongkong Steel Foundry Co., Ld.	15,000	$10	all	$10	
Hongkong Tramway Co., Ld.	325,000	5/-	all	8/1½, sellers	
INSURANCES.—					
Canton Insurance Office Co., Limited	10,000	$250	$50	$522½, buyers	6 p.c.
China Fire Insurance Co., Limited	20,000	$100	$20	$161, sal. & sel.	6¼ p.c.
Hongkong Fire Insurance Co., Ld.	8,000	$250	$50	$380, sales	7½ p.c.
North-China Insurance Co., Limited	10,000	£15	£5	Tls. 135	
Union Insurance Society, Limited	12,400	$250	$100	$810, sellers	6½ p.c.
Yangtsze Insurance Association, Ld.	12,000	$100	$60	$192½, @ Ex 75	
LANDS AND BUILDINGS.—					
H'kong. Land Invest. Agency Co., Ld	50,000	$100	all	$114, buyers	6¼ p.c.
Hongkong Land Reclamation Co., Ld.	25,000	$100	$75	$200	
Humphreys' Estate and Finance Co., Ltd	150,000	$10	all	$9¼, sales	5½ p.c.
Kowloon Land and Building Co., Ltd.	6,000	$50	$30	$45	7 p.c.
Shanghai Land Investment Co., Ld.	78,000	Tls 50	all	Tls. 91	
West Point Building Co., Limited	12,500	$50	all	$67, buyers	5¾ p.c.
Maatschappij tot Mijn-, Bosch-en Landbouw exploitatie in Langkat	25,000	Gds. 10	all	Tls. 35¾, buyers	
MINING.—					
Chinese Engineering and M. Co., Ld.	1,000,000	£1	all	35 -	
Heawood Tin and Rubber Estate, Ld.	822,000	2/-	all	2/6	
Rand Australian Gold Mining Co., Ld	200,000	£1	all	$3 10, sellers	
Tronon Mines, Limited	160,000	£1	all	38/-	
Peak Tramways Co., Limited	25,000	$10	all	$10½, sales	7¾ p.c.
	50,000	$10	$1	$0.95, buyers	
Philippine Co., Limited	75,000	$10	all	$5	
Pulpes et Papeteries du Tonkin Societe des	15,200	$50	all	$20, sellers	
REFINERIES.—					
China Sugar Refining Co., Limited	20,000	$100	all	$94½, sellers	3 p.c.
Luzon Sugar Refining Co., Limited	7,000	$100	all	$51, sellers	
STEAMSHIP COMPANIES.—					
China and Manila Steamship Co., Ld.	30,000	$25	all	$10.10	
Douglas Steamship Co., Limited	20,000	$50	all	$30, sellers	5 p.c.
H'kong., Canton & Macao S.B. Co., Ld.	80,000	$15	all	$23, buyers	7½ p.c.
Indo-China Steam Navigation Co. Ld.	60,000 pref.	£5	all	$30. L'don. sal. £3 7s. 6d.	
	60,000 def.				6 p.c.
Shell Transport & Trading Co., Ld.	2,500,000	£1	all	99/-	
Star Ferry Company, Limited	40,000	$10	all	$15, buyers	3⅓ p.c.
South China Morning Post, Limited	6,000	$25	all	$22, sellers	
Steam Laundry Company, Limited	20,000	$5	all	$4.65	
STORES AND DISPENSARIES.—					
Powell, Wm., Limited	15,000	$7	all	$9½, sellers	4 p.c.
Watson & Co., A. S., Limited	90,000	$10	all	$8, sellers	
Union Waterboat Co., Limited	50,000	$10	all	$17½, sellers	5½ p.c.

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